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ATTORNEYS

February 9th, 2011

Dave Feinstein, Associate Planner
Planning Division
City of Fairfield
1000 Webster Street
Fairfield, CA 94533

Subject: **Response to the Draft Environmental Impact Report (DEIR) for the Fairfield Train Station Area Specific Plan**

Dear Mr. Feinstein:

The Solano Irrigation District (District) in receipt of the subject DEIR dated December 29th 2010. Thank you for the opportunity to comment on the environmental effects of your project. Our general comments are as follows.

1. The Specific Plan Area overlaps areas within the District boundaries. Attachment 1 is a map showing the District boundaries and facilities in the Development Area. Lands within the District are subject to the rules and regulations of the District, pay its assessment and standby charges, and are eligible for water service by the District. 2
2. District policy and the regulations of the U.S. Department of the Interior, Bureau of Reclamation (USBR), require that the portions of the Study Area developed for residential use must detach from the District. This is because the City of Fairfield (City) will provide domestic water service within its limits, so the District will not, and the District does not serve raw water to residential areas. Future developers must comply with District and LAFCO detachment procedures and pay the appropriate detachment fees as calculated by the District. 3
3. A significant portion of the proposed development is within the District's Peabody Improvement District (ID) No. 11. Attachment 2 is a map of the boundary of the Peabody ID. The City's Specific Plan allows these lands to be developed as both residential and community commercial. Parcels within the ID, are currently provided potable water service by District from a connection off the City's potable pipelines. Upon annexation of this area to the City there would be two domestic water purveyors. Therefore the District will cease to provide domestic water service once the City is able to do so. The District will require such lands within ID No. 11 to repay any outstanding charges due the District for construction of the domestic distribution system. These vary per parcel since owners of some parcels paid their obligations in one payment, and other parcel owners have elected to pay annual assessment charges for a 20-year loan obtained from the State of California. The lands will 4

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upon development for residential purposes therefore need to be detached from both the District and from the Improvement District. The District has substantial embedded costs within the Improvement District and in order to avoid those costs and expenses being borne by other landowners within the Improvement District and District it will be necessary to estimate the costs that would have been payable and provide for a payment to avoid the environmental impacts from simply detaching the lands and leaving these costs to be borne by the other Improvement District lands and District lands. As part of the development plan, a economic plan and agreement should be entered into with the District to provide for these mitigation measures to avoid shouldering costs and therefore environmental impacts upon landowners who do not choose to change the use of their lands at this time. It's unlikely the City's development plan will be able to utilize District's potable distribution system in conjunction with the future potable facilities required to serve the proposed development. The District's lines will either be deeded to the City, or abandoned in place, after the District ceases to provide domestic service.

4 cont'd

4. The District's Peabody and Breen Non-potable Water Systems, are a series of agricultural gravity canals, pipelines and services used to provide for both agricultural and landscape irrigation water to the lands within the District. There is the potential for the District's water and some of the associated facilities to be utilized to provide non-potable landscape irrigation water to proposed City streets, parks, and commercial properties of development. The City and District would need to form a new joint service area wherein non-residential lands in eastern Fairfield can receive year-round non-potable water service from the District for landscape irrigation. Such a joint service area would be created, and water service coordinated, by a Water Service Subagreement per the terms or the 1987 Fairfield-SID Joint Exercise of Powers Agreement (the 1987 JEPA). A non-potable landscape irrigation system would have to be planned for and approved by the District, and constructed at either the City's, or the developer's, expense. The new system would need to be dedicated to the District for ownership, operation and maintenance. Should it be determined that a non-potable landscape irrigation system is not desired, the District's pipelines and easements would be quitclaimed back to the landowners at their expense.
5. The District Dally D-1, an agricultural irrigation canal and right-of-way, bisects the proposed limited industrial site located east of Old Cannon Road and on either side of McCrory Road on the northeast side of the development. The District requires the installation of security fence along the property lines adjacent to any proposed development at the developer's expense. All new crossings and/or modifications to existing crossings of our facility must be submitted to the District for review and approval. The District's canal could be moved out of the path of the proposed development by undergrounding it into pipelines located within the City's streets, at the developer's expense. The size and location of any proposed pipelines have to be reviewed and approved by the District. Work on the District's facilities is not allowed during irrigation season (April - October).
6. A portion of the proposed development borders the USBR's Solano Project Putah South Canal (PSC). The USBR requires the entire length and both sides of the PSC, from Peabody Road to the development, to be fenced with chain link fencing, per the current USBR Standards, at the developer's expense. Grading into and/or on the canal property will be required to match grades and eliminate steep cuts and/or fills. The USBR will need to approve the proposed detention basin located at Peabody Road and the PSC. Storing water against the USBR PSC property is typically not permissible. Drainage facilities must be constructed within the PSC right-of-way, or immediately on the adjacent property, which are designed to convey storm

Section that needs to be revised

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water into the City's storm drain system. The intended design should be to prevent any surface drainage water from the PSC lands from entering onto the subject property and surface drainage water from the subject property lands from entering onto the USBR's property. A portion of the developing lands ultimately drain to the USBR's McCoy Basin. Change in flows to the basin will need to be reviewed by the USBR. The New Cannon Road Alignment will require a bridge crossing of the USBR's PSC. All new crossings, modifications to existing crossings, and work immediately adjacent to the PSC, must be submitted to the USBR for review and approval.

7 cont'd

7. Solano Water Authority (SWA) owns property in the northern portion of the development within the Greenbelt Recreation/Open Space area located northwest of the proposed Great Park. This land was set aside over 20 years ago for the future construction of Noonan Reservoir, a raw water storage facility which would provide a needed storage site adjacent to the Putah South Canal to further improve flexibility of Solano Project water operations in Solano County. The final size has yet to be determined. Current options under consideration for a modified Noonan Reservoir project could be impacted by the proposed great park, detention re-use basins, and New Cannon Road Alignment. Also, SWA has a plan to install a cross-tie pipeline from the NBA Turnout to the District's Dally Canal on the north boundary of the proposed Specific Plan Area. This would allow NBA water to be used for SID agricultural irrigation purposes and the offsetting amount of SID Solano Project water not used, could be used for potable treatment by various City's in the County. The proposed 30'-wide pipeline alignment/easement follows the east side of the old railway right of way which needs to be preserved for this use. The City and the developers need to work together with SWA in determining any impacts the construction of a future dam/reservoir and pipeline in these specified locations may have on the proposed development.
8. The District requires developers to execute Agreements for Protection, Relocation and/or Reconstruction of Facilities, execute Development Work Orders, and pay deposits toward all associated costs incurred by the District due to impacts caused by the construction of the proposed development. Deposit amounts are determined upon review of improvement plans for development.
9. Maps and improvement plans for development projects within the District or that affect District facilities must or should be reviewed and approved by the District. The District requests that its certificates be added to record maps.

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Please contact Richard Wirth, at 707-455-4018 if you have any questions.

Sincerely,



Richard Wirth
Assistant Engineer

Attachment 1 - Solano Irrigation District's Boundary and Facilities
Attachment 2 - Peabody Improvement District Boundary and Facilities

Cc:
Thomas Pate - SCWA
William Snider - USBR

Gerken, Matthew

From: Feinstein, David M [DFEINSTEIN@fairfield.ca.gov]
Sent: Wednesday, February 09, 2011 4:57 PM
To: Gerken, Matthew
Cc: Beavers, Erin L; Rowland, Ron
Subject: FW: Train Station Specific Plan Area DEIR
Attachments: Response to the Draft Environmental Impact Report with attachments.pdf

See below. This is a revision to comment 6 from the SID letter. Consider this replacement language

From: Richard Wirth [mailto:WirthR@SIDWater.org]
Sent: Wednesday, February 09, 2011 3:57 PM
To: Feinstein, David M
Cc: Jim Daniels; Snider, William G
Subject: RE: Train Station Specific Plan Area DEIR

Dave:

The USBR just informed me a modification needs to be made to the comment I provided regarding drainage and the Putah South Canal. The drainage portion of Paragraph #6 should be modified to read:

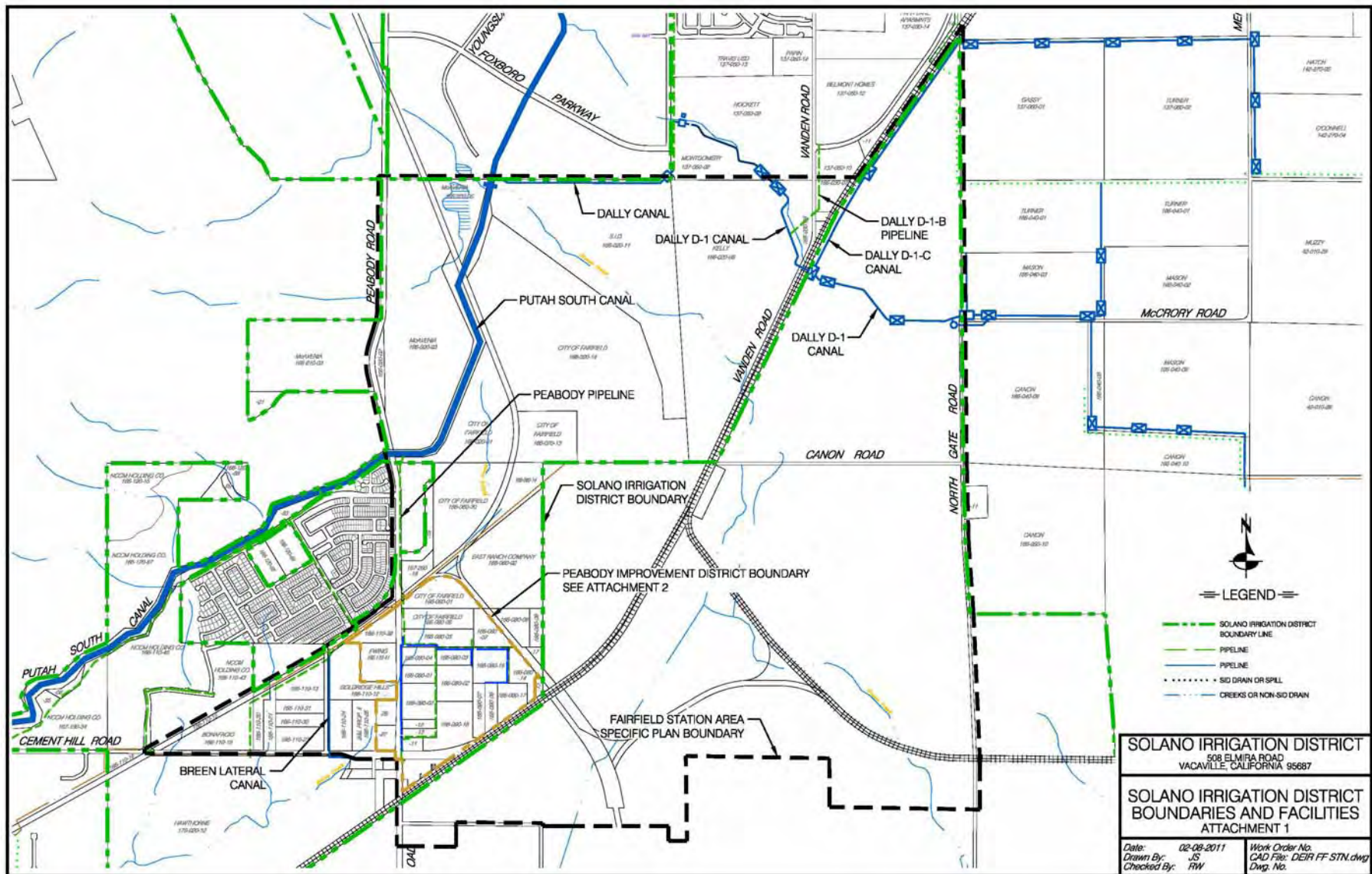
Grading into and/or on the canal property is not typically permitted. Reclamation will review individual request to modify any existing grading and drainage areas. There will be no drainage ponds or detention basins against the canal embankments. All water conveyance features whether an over-chute or a siphon that has been approved by Reclamation will do exactly what it's intended to do; convey water over or under the canal. Reclamation will not be responsible for maintaining such structures. Nor will Reclamation allow for water to pond over, under or against the canal embankments. Removing vegetation and sedimentation at these locations will be the responsibility of the entity issuing the development permit unless a specific entity has been assigned that responsibility. Any damage to Reclamation Property including the canal and canal structures due in part from not maintaining the vegetation and sedimentation will be that of the party responsible for maintaining such de-vegetation or sedimentation activities.

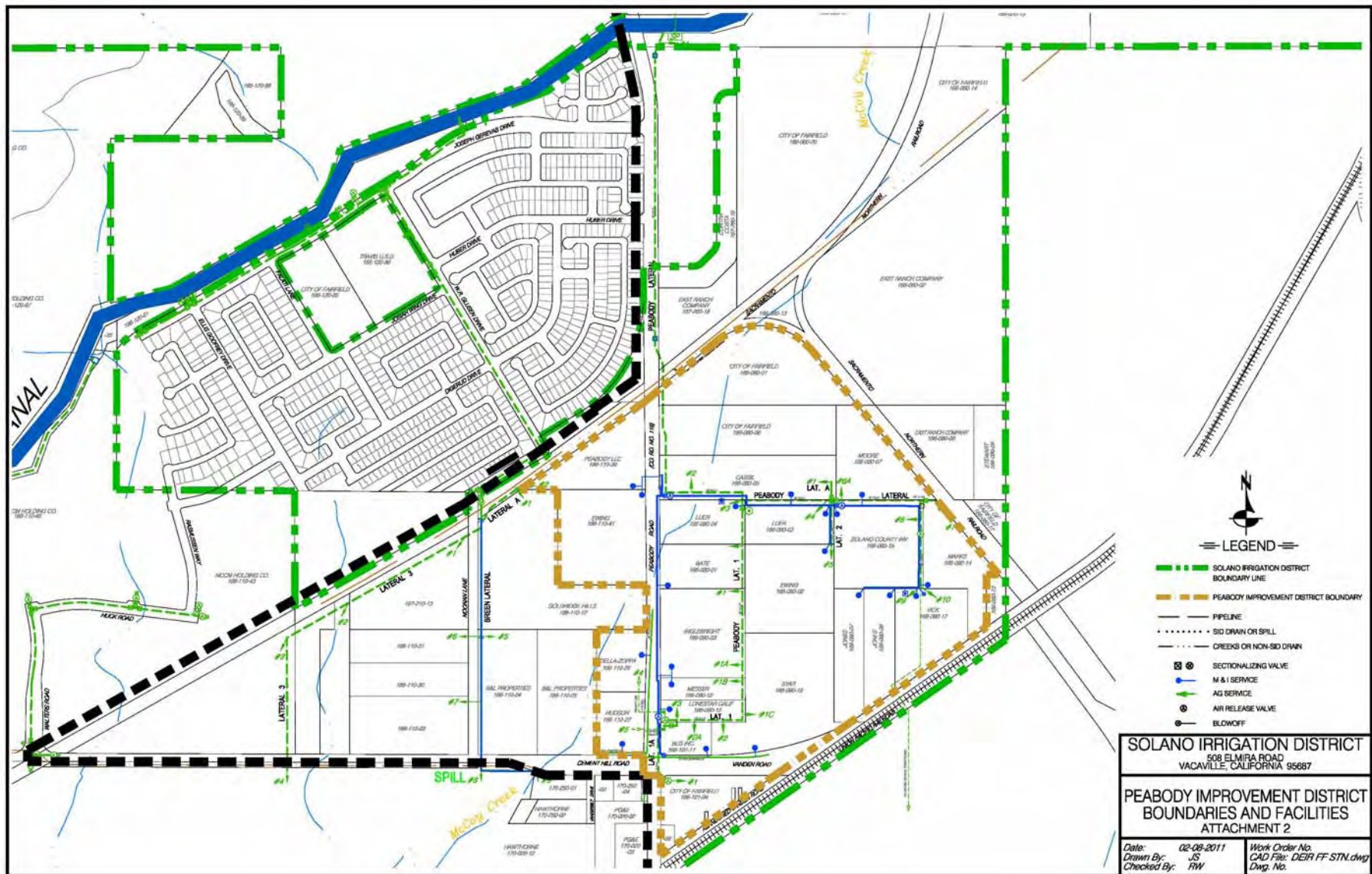
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Thank you for your assistance in the matter. Call if you have any questions.

-Richard

Richard Wirth
Assistant Civil Engineer
Solano Irrigation District
508 Elmira Road
Vacaville, California 95687
707-455-4018 Office
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707-249-6073 Cell
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- 1 *This comment suggests that the Specific Plan would have significant impacts on Solano Irrigation District and United States Bureau of Reclamation facilities.*
- The Draft EIR comprehensively discusses public facilities and utilities impacts, with a focus on physical changes that could occur as a result of Specific Plan implementation and the associated adverse physical environmental impacts. As noted on page 3-5 of the Draft EIR, there is a segment of a Solano Irrigation District (SID) Canal in the northeastern corner of the Specific Plan Area and another canal that runs parallel to the northern boundary of the Specific Plan Area. Security fencing will not be necessary because this portion of the SID canal will not be adjacent to any proposed development and will continue to pass through the Greenbelt area. The SID canal along the northern boundary will remain. The SID canal that cuts through the planned "Employment" area will be put into an underground pipe. The alignment may vary from its current alignment to minimize the depth of the pipe. As noted on page 3-13, the U.S. Bureau of Reclamation would need to approve the Specific Plan Area bridge structure over Putah South Canal.
- 2 *This comment states that the Specific Plan Area overlaps with Solano Irrigation District boundaries and that lands within the District are subject to the rules and regulations of the District, pay an assessment and standby charges, and are eligible for water service by the District.*
- This comment is noted and included here for decision maker consideration. The Draft EIR comprehensively discusses public facilities and utilities impacts, with a focus on physical changes that could occur as a result of Specific Plan implementation and the associated adverse physical environmental impacts. As noted in Section 3.0 and Section 4.15, domestic water supply will be provided by the City of Fairfield. Lands remaining within the Solano Irrigation District will, as the commenter notes, be subject to rules, regulations, and charges, as applicable.
- 3 *This comment provides reference to Solano Irrigation District and U.S. Bureau of Reclamation policies requiring detachment from the Solano Irrigation District for areas where the City will provide domestic water supply. The commenter notes that developers of projects under the Specific Plan must comply with detachment procedures and pay detachment fees, as appropriate.*
- This comment is noted and included here for decision maker consideration. The City understands that, where residential development is proposed, such development would be required to detach from SID prior to development. Funding agreements between those landowners and SID for construction of a potable water system are a private contract. This contract would include requirements for the private landowner and/or developer to uphold any funding obligations to SID.
- 4 *This comment notes that a significant portion of the Specific Plan Area is within SID Improvement District 11. A map is provided. The comment discusses detachment procedures and payment.*

This comment is noted and included here for decision maker consideration. See Section 3.0 of the Draft EIR, which discusses the various annexation and detachment actions that the City anticipates will be necessary to fully implement the Specific Plan, as proposed. The environmental impacts of adoption, construction, and operation of the Specific Plan are comprehensively addressed at a programmatic level in the environmental topic sections of this EIR, including direct and reasonably foreseeable indirect impacts associated with providing public services and facilities needed to serve land use change anticipated under the Specific Plan. Section 4.10 of the EIR describes the responsibilities of the Solano Local Agency Formation Commission (LAFCo). Impact 4.10-1 is a detailed examination of the proposed Project and Solano LAFCo standards. As discussed in relation to Standard 11, LAFCo evaluates change of organization and reorganization according to social and economic effects on adjacent areas and other service providers. While, the EIR is not required to provide social or economic analysis unless related to a reasonably foreseeable adverse physical impact, the City has analyzed and described public facilities, services, and utilities that will be required to serve the Specific Plan at buildout. This information is presented in the EIR and Specific Plan. The Specific Plan has been prepared with City standards for utilities and levels of service for public services. As noted, the City will require the Specific Plan to provide for public facilities and utilities according to City standards. Please refer to various mitigation measures identified throughout the EIR, included, but not limited to Mitigation Measure 4.10-3, which requires long-term financing for maintenance of open space lands; Mitigation Measure 4.13-1, which requires fair-share contributions toward the cost of fire response; Mitigation Measure 4.13-2, which requires fair-share contributions toward the cost of law enforcement; Mitigation Measure 4.13-4, which requires fair-share contributions toward the cost of library services; Mitigation Measure 4.13-6, which requires fair-share contributions toward the cost of parks and recreation facilities; Mitigation Measure 4.14-2, which requires fair-share contributions toward transportation facilities; Mitigation Measure 4.14-3, which requires fair-share contributions toward transit needs; Mitigation Measure 4.14-8, which outlines the approach to planning and financing of roadway improvements; and mitigation measures in Section 4.15 of the EIR, which outline planning and financing of water and wastewater infrastructure. The City has identified in Section 3.0 the other approvals that may be sought from other public agencies for the Specific Plan, including LAFCo, and is aware of the most recent Solano LAFCo Standards and Procedures document.

- 5 *This comment discusses the potential for SID facilities and water to be used for non-potable landscape irrigation. The commenter suggests that a new joint service area be established with the objective of providing year-round, non-potable water service, as appropriate. Reference to the 1987 Fairfield-SID Joint Exercise of Powers Agreement is provided. Procedures and funding for such an arrangement is provided in the full text of the comment.*

This comment is noted and included here for decision maker consideration. Please refer to the response to comment 4.

- 6 *This comment suggests that a security fence should be installed along the property lines of the SID Dally D-1 agricultural irrigation canal adjacent to proposed development at the developer's expense. The commenter notes that the canal can also be moved and undergrounded. The commenter notes that work on the canal is not allowed between April and October.*

As noted on page 3-5 of the Draft EIR, there is a segment of a Solano Irrigation District (SID) Canal in the northeastern corner of the Specific Plan Area and another canal that runs parallel to the northern boundary of the Specific Plan Area. The SID canal along the northern boundary will remain. The SID canal that cuts through the planned “Employment” area will be put into an underground pipe. The alignment may vary from its current alignment to minimize the depth of the pipe.

The City will require development that abuts the Putah South Canal to provide fencing along the canal. The City has added clarifying language to the Draft EIR Section 3, “Project Description” on page 3-18 under the heading, “Bicycle and Pedestrian System,” as indicated below (see Final EIR page 3-2):

BICYCLE AND PEDESTRIAN SYSTEM

Bicycle and pedestrian facilities will be provided alongside public streets in the Specific Plan Area. The Specific Plan also anticipates a multi-use trail system to complement sidewalks and other pedestrian facilities throughout the area. An off-street bike path would extend along existing Vanden Road (future Jepson Parkway) through the Specific Plan Area northeast toward Vacaville. An additional multi-use trail will be extended to the south toward a pedestrian overcrossing of Vanden Road and Union Pacific railroad to connect with Center Elementary School, south of the Specific Plan Area (Exhibit 3-8). Exclusion fencing will be provided along Putah South Canal for the Linear Park between New Canon Road and the north end of the North Bay Water Treatment Plant to be paid for by the developer.

The City acknowledges the comments related to the drainage basin that is planned to be located adjacent to the Putah South Canal. This drainage basin will be located and/or designed to avoid adverse drainage impacts related to the canal. Should there be any proposed encroachment onto U.S. Bureau of Reclamation property containing the Putah South Canal, plans for the basin would be routed to the U.S. Bureau of Reclamation for comments on location and design and to determine the need for any approvals.

Please see Final EIR page 3-2. Please see Section 3 of this Final EIR, which identifies revisions to the Draft EIR by section, including revisions related to U.S. Bureau of Reclamation approval for Specific Plan drainage improvements.

7

This comment discusses the South Putah Canal and U.S. Bureau of Reclamation requirements. A portion of this comment is revised as noted in Comment 11.

This comment is noted and included here for decision maker consideration although the comment does not directly pertain to the adequacy of the Draft EIR in addressing comprehensively the physical environmental impacts associated with the Specific Plan. This states that fencing will be required along Putah South Canal. On page 3-18, revisions have been made as shown below to the paragraph under the heading “Bicycle and Pedestrian System”:

Bicycle and pedestrian facilities will be provided alongside public streets in the Specific Plan Area. The Specific Plan also anticipates a multi-use trail system to complement sidewalks and other pedestrian facilities throughout the area. An off-street bike path would extend along existing Vanden Road (future Jepson Parkway) through the Specific Plan Area northeast toward Vacaville. An additional multi-use trail will be extended to the south toward a pedestrian overcrossing of Vanden Road and Union Pacific railroad to

connect with Center Elementary School, south of the Specific Plan Area (Exhibit 3-8). Exclusion fencing will be provided along proposed bicycle/pedestrian features adjacent to Putah South Canal.

Please see Final EIR page 3-2. Please see Section 3 of this EIR, which identifies revisions to the Draft EIR by section.

As noted in the revisions to Comment 7 provided in Comment 11, the comment states that grading into or on the canal property is not typically permitted. The comment states that there will be no drainage ponds or detention basins against the canal embankments. Comments regarding the function of the Putah South Canal are hereby noted. This comment also states that the U.S. Bureau of Reclamation will have to approve the proposed detention basin planned to be located near Peabody Road and Putah South Canal. The City has made revisions on page 3-13 under the heading “Federal Agencies” to note that drainage improvements that encroach into Putah South Canal property would require approval by the U.S. Bureau of Reclamation. Please see Final EIR page 3-2.

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This comment discusses land in the northern portion of the Specific Plan Area that was set aside for the Noonan Reservoir. This comment also discusses a plan to install a pipeline within the Specific Plan Area to allow additional water for agricultural irrigation.

The City recognizes the need to work with Solano Water Authority to coordinate planning efforts. The City notes, however, that the purpose of CEQA is to analyze the impact of the proposed project on the existing physical environment, rather than hypothetical future conditions (See, e.g., *Sunnyvale West Neighborhood Assn. v. City of Sunnyvale City Council* (2010) 190 Cal.App.4th 1351 [clarifying that an EIR must focus on impacts to the existing environment, not conditions that are expected to arise in the future]). Section 21060.5 of the Public Resources Code defines the “environment” as “the physical conditions which exist within the area which will be affected by a proposed project...” “[A]ny significant effect on the environment shall be limited to substantial, or potentially substantial, adverse changes in physical conditions which exist within the area ...” (Pub. Resources Code, § 21100, subd. (d).) Thus, CEQA does not require the EIR to analyze the impact of the project on the potential Noonan Reservoir, which may or may not be constructed in the future.

Nonetheless, the EIR addresses the issue of the potential Noonan Reservoir. As discussed in Table 4.10-5 on pages 4.10-56 and 4.10-57 of the Draft EIR, the Noonan Reservoir is not a project contemplated by the City as part of the Specific Plan. The Noonan Reservoir is not identified in Section 3, Project Description. The Noonan Reservoir is not identified on any land use maps or diagrams in the Specific Plan.

In 1987, the City entered into a Joint Powers Agreement with other public agencies in Solano County to form the Solano Water Authority (“SWA”). Noonan Reservoir was first proposed in 1989 through Solano Water Agency Project Agreement #2. The purpose of the agreement was to construct a 2,800 acre-foot raw water reservoir, northeasterly of the North Bay Regional water treatment plant. This reservoir was planned to facilitate water treatment by blending water from the Putah South Canal and North Bay Aqueduct and to provide additional, local raw water storage. The City’s Public Works Department staff has concluded while the reservoir could provide some benefit to the city, it is not a critical component of the planned water system improvements. The Specific Plan does not explicitly prohibit or disallow the Noonan Reservoir. The Great Park portion of the

Specific Plan would conflict with a portion of the footprint of the Noonan Reservoir, as considered by the Solano Water Authority in a 1993 Noonan Reservoir Feasibility Report. If the Reservoir were someday constructed, it may require a slightly different footprint compared to that studied previously. There was a location within the Specific Plan that had historically been identified as a potential location for a reservoir. The Noonan Reservoir Feasibility Report did not recommend construction of the reservoir, but instead listed a number of concerns regarding this location's feasibility in 1993. No further action was taken. There are no impacts of this General Plan revision beyond that which is analyzed and mitigated throughout this EIR.

Regarding the comment related to a planned pipeline within the Specific Plan Area, the comment identifies that the planned right-of-way follows the east side of an "old" railroad right-of-way. The Specific Plan has been designed to allow for the installation of a second pipeline within the current Aqueduct easement, which would give access to a Vacaville Water Treatment Plant Site.

- 9 *This comment states that the Solano Irrigation District requires developers to execute Agreements for Protection, Relocation, and/or Reconstruction of Facilities, to execute Development Work Orders, and pay deposits toward all associated costs incurred by the District due to impact caused by the construction of the proposed development.*

This comment is noted and is unrelated to the adequacy of the Draft EIR in addressing adverse physical environmental impacts attributable to the Specific Plan.

- 10 *This comment discusses review and approval procedures.*

This comment is noted and is unrelated to the adequacy of the Draft EIR in addressing adverse physical environmental impacts attributable to the Specific Plan.

- 11 *This comment makes revisions to certain parts of Comment 7.*

Please refer to the response to Comment 7.



Suisun City

Community Development Department

701 Civic Center Blvd, Suisun City, CA 94585 Phone (707) 421-7335 Fax (707) 429-3758.

February 9, 2011

Mr. Dave Feinstein
Community Development Department
1000 Webster Street
Fairfield, CA 94533

Re: Train Station Specific Plan

Dear Mr. Feinstein:

We have reviewed the City of Fairfield Train Station Specific Plan EIR and have the following comments:

-P 4.14-5 The description of Walters Road should provide a more detailed description of Walters Rd between E. Tabor and SR-12 include 4-lane parkway, class two bike lanes, etc.

-P4.14-6 The study intersections should include Walters Rd & Petersen Rd (currently signalized) recognizing combined impacts of the project and development in the area (as evidenced by impacts to nearby Waters Rd & Hwy12). The intersections of Walters Rd & McLellan Dr, Walters Rd & Bella Vista Dr, and Walters Rd & Montebello Dr should also be added as impacts similar to those demonstrated at Walters Rd & Pintail Dr may also be realized.

-P4.14-31 **Regional Passenger Rail Service** should be expanded to identify ridership of the Suisun-Fairfield Train Station as well as the capacity of the park and ride lot. It should also cite the nearest commuter rail stations east and west of the proposed project.

-Table 4.14-8 Please update this table to include added intersections.

-P4.14-84 **Transit Demand** - Discuss impacts, if any, of proposed project on the Suisun-Fairfield Train Station ridership and park and ride lot. Are the 390 round trips per day impacting the ridership at the existing station? If so, please quantify and explain any potential impacts to the Suisun-Fairfield station.

In addition, we want to make you aware that Suisun City is currently updating its General Plan and, as a result, LOS standards may change in certain locations as a result of that update.

Should you have any questions, I can be reached at awooden@suisun.com or (707) 421-7396.

Sincerely,

April Wooden, Community Development Director
City of Suisun City

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- 1 *This comment requests additional existing conditions information regarding Walters Road. This comment also states that study intersections should include Walters Road and Peterson Road, as well as intersections of Walters Road with other roads in Suisun City.*

This comment pertains to Section 4.14, which was recirculated for public review. Additional information was added to page 4.14-6 of the EIR. Please refer to Final EIR pages 3.26 and 3-27.

With regard to adding additional intersections, the traffic impact evaluation is intended to focus on the operations of key intersections that would serve substantial traffic from the Specific Plan. The City elected to study not only intersections within the city of Fairfield, but also locations in the cities of Vacaville and Suisun City and in unincorporated Solano County. Considering the intersections analyzed in the Suisun City area, it appears that the Specific Plan would add roughly 600 to 700 trips during the morning and afternoon peak hours in the northern extremity of Suisun City (East Tabor Avenue and Walters Road). Moving further away from the Specific Plan Area to the south, the number of trips added during the peak hour would decrease. At the intersection of SR 12 and Walters Road, the Specific Plan would add approximately 270 trips during the morning peak hour and 360 trips during the afternoon peak hour. It is anticipated that the number of trips added to the Petersen Road / Walters Road intersection would be similar to the estimate for SR 12 and Walters Road. As shown in Table 4.14-7 of the Recirculated Draft EIR (Intersection #25), the Specific Plan would not significantly affect the signalized intersection of SR 12 and Walters Road. Since they are not key intersections that would serve substantial levels of Specific Plan related traffic, the City elected not to provide quantified analysis of increased traffic demand at the intersections of Walters Road and McLellan Drive, Walters Road and Bella Vista Drive, or Walters Road and Montebello Road.

Intersections were selected for inclusion in the traffic analysis based on the expected project trip distribution, the relative importance of the roadways within the regional roadway network (i.e., volumes served, connections to other major roadways, etc.), and the likelihood of impacts based on the project volumes expected to use the intersection. Thus, the intersections of Walters/East Tabor, Walters/Pintail, and Walters/SR 12 were selected. While the other intersections noted in the comment would serve similar project volumes, they did not meet the above criteria as fully as those actually studied. The City of Fairfield will continue to coordinate provision of transportation improvements with the City of Suisun City.

Considering the intersections analyzed in the Suisun City area, it appears that the Specific Plan would add roughly 600 to 700 trips during the morning and afternoon peak hours in the northern extremity of Suisun City (East Tabor Avenue and Walters Road). Moving further away from the Specific Plan Area to the south, the number of trips added during the peak hour would decrease. At the intersection of SR 12 and Walters Road, the Specific Plan would add approximately 270 trips during the morning peak hour and 360 trips during the afternoon peak hour. It is anticipated that the number of trips added to the Petersen Road / Walters Road intersection would be similar to the estimate for SR 12 and Walters Road. As shown in Table 4.14-7 of the Recirculated Draft EIR, the Specific Plan would not significantly affect the signalized intersection of SR 12 and Walters Road.

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This comment suggests that the Passenger Rail Service subsection of the Transportation section of the Draft EIR be expanded to identify ridership of the Suisun-Fairfield Train Station, as well as the capacity of the park and ride lot. The comment also suggests that the section should cite the nearest commuter rail stations east and west of the proposed project. The comment also asks for Table 4.14-8 to be updated to include additional intersections.

This comment pertains to Section 4.14, which was recirculated for public review. According to the 2010 Amtrak Fact Sheet, the Suisun-Fairfield Train Station located in downtown Suisun City had Suisun-Fairfield 171,381 boardings and alightings.² The next Capitol Corridor stop to the west from the Specific Plan Area is the Suisun-Fairfield station in downtown Suisun City. The next stop to the east is in the City of Davis. As noted in the Draft EIR, the new train station located near the intersection of Peabody Road and Vanden Road is not technically a part of the project analyzed in the Draft EIR. The train station was evaluated under a separate environmental process. The Draft EIR, however, does consider the presence of the planned train station in the comprehensive impact analysis described throughout the Draft EIR. For example, the train station will allow a relatively greater share of transit trips for both work and non-work purposes compared to the same Specific Plan design located in an area without existing or planned transit service.

With regard to adding additional intersections to Table 4.14-8 of the Draft EIR, please refer to the revised Transportation Chapter provided in the Partially Recirculated Draft EIR circulated for public review in February of 2011. The traffic impact evaluation is intended to focus on the operations of key intersections that would serve substantial traffic from the Specific Plan. The City elected to study not only intersections within the city of Fairfield, but also locations in the cities of Vacaville and Suisun City and in unincorporated Solano County.

See also the response to comment 1, above.

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This comment suggests that the Draft EIR be revised to discuss impacts, if any, on the Suisun-Fairfield ridership and park-and-ride lot.

This comment pertains to Section 4.14, which was recirculated for public review. As noted in the Partially Recirculated Draft EIR, the new train station located near the intersection of Peabody Road and Vanden Road is not technically a part of the project analyzed in the EIR. The train station was evaluated under a separate environmental process. The City's EIR, however, does consider the presence of the planned train station in the comprehensive impact analysis described throughout the EIR. For example, the train station will allow a relatively greater share of transit trips for both work and non-work purposes compared to the same Specific Plan design located in an area without existing or planned transit service.

Ridership at the planned train station within the Specific Plan Area would consist of residents of the Specific Plan Area and residents and employees of surrounding areas. The City has not, and cannot prepare analyses that would predict ridership at the two respective train stations with and without development of the Specific Plan. It is anticipated that as Fairfield and Suisun City grow, and as service improvements occur, ridership at both train stations would grow. To the extent that development of the

² Amtrak. 2010. Amtrak Fact Sheet, Fiscal Year 2010. State of California. Available: <http://www.amtrak.com/pdf/factsheets/CALIFORNIA10.pdf>

Specific Plan and establishment of the planned train station would allow current park-and-ride patrons of the Suisun-Fairfield station to walk, take public transit, or ride their bicycle to the planned train station for their daily or periodic Capitol Corridor trips, this could represent an environmental benefit (air quality, greenhouse gas emissions, noise, etc.). However, it would be highly speculative on the part of the City of Fairfield to attempt to predict changes in ridership attributable to development of the Specific Plan (and not related to simply establishing the planned train station in the Specific Plan Area).

The Draft EIR transit trip estimates, for a combination of bus and rail transit, indicate that the Specific Plan's demand for rail service will be well within the current level of AMTRAK service that will be provided at the new station. It is expected that the majority of current Fairfield-Suisun Train Station AMTRAK riders will continue to use this station, and that the new Fairfield Station will be used by riders in northern Fairfield, including those generated by the new uses in the Specific Plan, and in Vacaville.

4 *This comment notes that the City of Suisun City is currently updating its General Plan and that, in the context of this policy update, the City may be considering changes to level of service standards.*

This comment is noted here and on page 4.14-108 of the (Partially Recirculated) Draft EIR.



ESTABLISHED 1850

CITY OF VACAVILLE

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City of Vacaville

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RON ROWLETT CURTIS HUNT
Vice Mayor Councilmember

MITCH MASHBURN
Councilmember

February 9, 2011

Community Development Department
Public Works Department

David Feinstein, Senior Planner
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City of Fairfield
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**SUBJECT: COMMENTS REGARDING THE DRAFT ENVIRONMENTAL IMPACT
REPORT FOR THE PROPOSED FAIRFIELD TRAIN STATION SPECIFIC
PLAN**

Dear Mr. Feinstein:

Thank you for the opportunity to review and comment on the Draft Environmental Impact Report (DEIR). This letter is being transmitted to you via e-mail. We have the following comments:

Chapter 3 Exhibit 3-5, Exhibit 3-7, & Exhibit 3-9

Noonan Reservoir and Inter-Tie Pipeline

The City of Vacaville, as a member of a Solano Water Authority (SWA) Joint Powers Agreement, holds a share of ownership in property designated as Assessor's Parcel Number (APN) 0166-020-110, hereafter referred to as Property, which is located in the northern portion of the Fairfield Train Station Specific Plan development area.

The Property is designated as Greenbelt Recreation/Open Space area with the Specific Plan and Draft EIR. This land was acquired by the SWA Joint Powers over 20 years ago for the future construction of Noonan Reservoir, a raw water storage facility which would provide a needed storage site adjacent to the Putah South Canal to further improve flexibility of Solano Project water operations in Solano County. The final size of the reservoir is in the process of being determined. Current options under consideration for a modified Noonan Reservoir project could be impacted by the proposed great park, detention re-use basins, and New Cannon Road Alignment.

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Additionally, the SWA has plans to install an inter-tie pipeline, from the NBA Turnout to the Solano Irrigation District's (SID) Dally Canal, on the north boundary of the proposed Specific Plan Area. This would allow NBA water to be used for SID agricultural irrigation purposes, and the offsetting amount of SID Solano Project water not used could be used for potable water and treatment by various Cities within Solano County. The proposed 30 foot wide pipeline alignment/easement follows the east side of the old railway right-of-way which needs to be preserved for this use. The City of Fairfield and the Fairfield Train Station Specific Plan Area developers need to plan and coordinate together with the SWA to insure that viability of the future dam/reservoir and pipeline are not negatively impacted by the proposed development of the Specific Plan Area. The proposed zoning, planning and development of the Specific Plan Area should accommodate the design and construction of the SWA facilities.

1 cont'd

Future Vacaville Water Treatment Plant

The Cities of Vacaville and Fairfield have entered into a Joint Exercise of Powers Agreement (JPA) in 1987 for ownership and use of the North Bay Regional Water Treatment Plant (NBRWTP) properties designated as APN 0166-020-110, 0166-020-040, 0166-020-130, and 0166-060-200. APN 0166-020-130 was acquired by the JPA for the purpose of a Future City of Vacaville Water Treatment Plant.

When the City of Vacaville constructs the water treatment plant, they will need to use portions of the other 3 parcels for construction, access, and maintenance of a water transmission main to service the water treatment plant. The Proposed Water Facilities System, shown on Exhibit 3-9, delineates a Zone 1B water pipeline as bisecting the Future Vacaville Water Treatment Plant property. No impacts to or any mitigation measures for the future Vacaville Water Treatment Plant have been identified. The proposed zoning, planning and development of the Specific Plan Area should include provisions to accommodate the design and construction of the future Vacaville facilities.

2

Chapter 4.11 Noise

The traffic related noise analysis, summarized in table 4.11-20, does not analyze noise impacts on Leisure Town Road/Jepson Parkway within Vacaville. The noise analysis needs to address truck related traffic noise for trips likely to use Leisure Town Road/Jepson Parkway, between the industrial park in the eastern portion of the Specific Plan, and the I-80 interchange with Leisure Town Road.

3

Chapter 4.14 Transportation Comments

The cities of Fairfield and Vacaville are both growing communities and both cities acknowledge that development within each city can impact the other. Historically the two cities have worked concurrently to construct roadway and intersection improvements as development has occurred to maintain the Levels of Service required by their respective General Plans and Development Agreements.

4

The Fairfield Train Station Specific Plan EIR states that project traffic will significantly impact at least ten of the study intersections within Vacaville. As stated in the EIR, Fairfield has no control over these intersections and it would be very difficult for them to coordinate any roadway

improvement projects in other jurisdictions. This is another example of why each city has agreed to program, fund and construct such improvement projects within their respective cities as development occurs, and based on their own internal priority setting process and Level of Service standards.

The Level of Service values, listed in Table 4.14-8, are based on Highway Capacity Manual (HCM) calculations that include many variables. As future EIRs are prepared for developments in the Specific Plan area, Fairfield and Vacaville staff will work together to refine and standardize these assumptions to improve sub-regional transportation planning. It is understood that as the regional traffic model and HCM LOS calculation assumptions are refined, future EIRs may project congestion levels that differ from those presented in EIR Table 4.14-8.

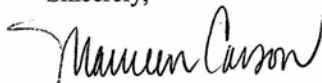
4 cont'd

Tentative mitigation measures have been identified by Vacaville and Fairfield staff that would offset much of the traffic impacts of this project. Vacaville's Level of Service standards, land use alternatives, and roadway and intersection improvement policies are in the process of being updated as part of the City's General Plan Update. The timing and funding of these mitigation measures will continue to evolve over the next 10 to 40 years as development takes place in both Fairfield and Vacaville.

Fairfield and Vacaville will need to work together in monitoring traffic flow and congestion along roadways like the Jepson Parkway as it is classified as a Route of Regional Significance by the Solano Transportation Authority (STA), and is included in the countywide Congestion Management Plan.

We would be happy to meet to discuss our comments.

Sincerely,



MAUREEN CARSON
Community Development Director



ROD MORESCO
Public Works Director/City Engineer
Interim Utilities Director

cc: Laura Kuhn, City Manager
Ken Campo, Assistant City Manager
Jeff Knowles, Deputy Director of Public Works
Ozzie Hilton, Senior Civil Engineer
Steve Sawyer, Acting Assistant Director of Utilities
Fred Buderer, City Planner
Tyra Hays, Senior Planner

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1 *This comment discusses land that was historically acquired for a future reservoir.*

The City notes that the purpose of CEQA is to analyze the impact of the proposed project on the existing physical environment, rather than hypothetical future conditions (See, e.g., *Sunnyvale West Neighborhood Assn. v. City of Sunnyvale City Council* (2010) 190 Cal.App.4th 1351 [clarifying that an EIR must focus on impacts to the existing environment, not conditions that are expected to arise in the future]). Section 21060.5 of the Public Resources Code defines the “environment” as “the physical conditions which exist within the area which will be affected by a proposed project...” “[A]ny significant effect on the environment shall be limited to substantial, or potentially substantial, adverse changes in physical conditions which exist within the area ...” (Pub. Resources Code, § 21100, subd. (d).) Thus, CEQA does not require the EIR to analyze the impact of the project on the potential Noonan Reservoir, which may or may not be constructed in the future.

Nonetheless, the EIR addresses the issue of the potential Noonan Reservoir. As discussed in Table 4.10-5 on pages 4.10-56 and 4.10-57 of the Draft EIR, the Noonan Reservoir is not a project contemplated by the City as part of the Specific Plan. The Noonan Reservoir is not identified in Section 3, Project Description. The Noonan Reservoir is not identified on any land use maps or diagrams in the Specific Plan.

In 1987, the City entered into a Joint Powers Agreement with other public agencies in Solano County to form the Solano Water Authority (“SWA”). Noonan Reservoir was first proposed in 1989 through Solano Water Agency Project Agreement #2. The purpose of the agreement was to construct a 2,800 acre-foot raw water reservoir, northeasterly of the North Bay Regional water treatment plant. This reservoir was planned to facilitate water treatment by blending water from the Putah South Canal and North Bay Aqueduct and to provide additional, local raw water storage. The City’s Public Works Department staff has concluded while the reservoir could provide some benefit to the city, it is not a critical component of the planned water system improvements. The Specific Plan does not explicitly prohibit or disallow the Noonan Reservoir. The Great Park portion of the Specific Plan would conflict with a portion of the footprint of the Noonan Reservoir, as considered by the Solano Water Authority in a 1993 Noonan Reservoir Feasibility Report. If the Reservoir were someday constructed, it may require a slightly different footprint compared to that studied previously. There was a location within the Specific Plan that had historically been identified as a potential location for a reservoir. The Noonan Reservoir Feasibility Report did not recommend construction of the reservoir, but instead listed a number of concerns regarding this location’s feasibility in 1993. No further action was taken.

The Specific Plan has been designed to allow for the installation of a second pipeline within the current Aqueduct easement, which would give access to a Vacaville Water Treatment Plant Site.

2 *This comment indicates that there will be access needs for a future City of Vacaville water treatment plant. The comment indicates that impacts attributable to development of a future water treatment plant have not been identified.*

This is correct. This EIR analyzes comprehensively the impacts of development of the City's Specific Plan. This comment further states that zoning, planning, and development of the Specific Plan should include provisions to accommodate the design and construction of the future Vacaville facilities. The focus of the EIR is on impacts on the existing environment. This comment is noted and included here for decision maker consideration.

The Specific Plan Land Use Plan (Exhibit 3-7) identifies a location for a water treatment plant. The Specific Plan has been designed to allow for the installation of a second pipeline within the current Aqueduct easement, which would give access to water treatment plant site. Please also refer to Policy 4-14 in the Specific Plan (page 4-19 of the Draft Specific Plan), which provides guidance for vehicular access to the water treatment plant site, minor amendment process to the Specific Plan to accommodate a water treatment plant, and separation and buffering from the plant site.

3 *This comment discusses traffic noise analysis.*

The noise section was revised and included in the Partially Recirculated Draft EIR. Traffic noise impacts, including those attributable to truck traffic and along relevant Vacaville roadways are analyzed.

4 *This comment discusses Fairfield and Vacaville actions to address traffic congestion.*

The comment is noted and is included here for decision maker consideration. The City of Fairfield appreciates and reciprocates the City of Vacaville's spirit of cooperation in working on transportation solutions.

Please refer to page 4.14-3 of the Draft EIR, which identifies Study Intersections, including several in the city of Vacaville. Please refer to page 4.14-9 of the Draft EIR, which discusses City of Vacaville level of service (LOS) standards. The City of Fairfield understands that these standards are subject to change as a part of Vacaville's ongoing General Plan update. Please see page 4.14-10, which identifies intersections in the city of Vacaville that operate below LOS C currently. Please refer to pages 4.14-37 through 4.14-40, which summarize City of Vacaville transportation-related policies. Please refer to Table 4.14-7 on pages 4.14-67 through 4.14-75 of the Draft EIR, which summarizes theoretical impacts of developing the Specific Plan with the existing roadway network. This is not an accurate portrayal of Specific Plan impacts since the Specific Plan will build out over a long period of time and since substantial roadway improvements will occur during this buildout period. As noted on page 1-1 of the Partially Recirculated Draft EIR, even when an agency may have ample reason to believe that such an analysis does not provide the most accurate information, because an EIR is a legal document, it is necessary to include an analysis that meets statutory requirements as currently interpreted by the courts. Please see Table 4.14-10 on pages 4.14-99 through 4.14-105 of the Partially Recirculated Draft EIR, which summarizes LOS during the existing, 2030 no project, 2030 with project, and 2030 with project/mitigated scenarios. This table includes several intersections in the city of Vacaville. Please see Impact 4.14-1 on pages 4.14-107 through 4.14-113 of the Partially Recirculated Draft EIR, which describes potential impacts associated with full buildout of the Specific Plan, including traffic demand related impacts in the city of Vacaville.

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March 24, 2011

Erin Beavers, Assistant Director ✓
 David Feinstein, Senior Planner
 Department of Planning & Development
 City of Fairfield
 1000 Webster Street
 Fairfield, California 94533



Re: Fairfield Train Station Specific Plan EIR

Dear Messrs. Beavers and Feinstein:

I am writing on behalf of the Biggs Family Trust, the owner and applicant for the Markeley Lane Subdivision (also referred to in the Draft Fairfield Train Station Specific Plan EIR as the "Biggs site"), to provide some clarifications that we hope can be addressed in the Final EIR.

First, we would like to commend the City of Fairfield and AECOM on your efforts to prepare the Specific Plan and EIR. We believe the EIR in particular has addressed the potential environmental effects arising from the proposed Specific Plan in a thorough and complete manner, and in a manner that complies with CEQA. This letter merely clarifies certain points related to the Biggs site.

1

The owner and applicant for the Markeley Lane Subdivision, along with its biological consultants and outside counsel, have been working for some years to evaluate and address the proposed subdivision's potential adverse environmental effects on the 9-acre vernal pool located on the northeast portion of the Biggs site. That effort involved numerous alternative site plan proposals and meetings with representatives of the City and U.S. Fish & Wildlife Service, all of which culminated in the biological opinion issued by the Service and referenced on page 4.4-36 of the Draft EIR. The biological opinion, in turn, imposes a number of terms and conditions on the subdivision project that will avoid, minimize, and mitigate that project's direct, indirect, and cumulative effects on California tiger salamander, Contra Costa goldfields, and the seasonal and vernal pool wetlands on and adjacent to the Biggs site.

2

The draft EIR on page 4.4-36 emphasizes that the terms and conditions specified in the biological opinion "shall be implemented to reduce significant impacts on

California tiger salamander and Contra Costa goldfields that would result from implementing the Markeley Lane Subdivision Project.” The impacts analysis and mitigation measures that follow in the Draft EIR appear to address the Specific Plan’s more general impacts and mitigation measures associated with species, habitat, and seasonal and vernal pool wetlands. Given that the biological assessment, associated surveys and wetland delineations, and the biological opinion for the Biggs site addressed the adverse effects on vernal pool species and habitats arising from the Markeley Lane Subdivision, we would ask that the Final EIR provide greater clarity that the biological opinion is intended to serve as the mitigation plan for this particular area.

Mitigation Measure 4.4-2a.3 and 4.4-2a.8 include alternative mitigation for those projects that precede, rather than follow, the Solano County Multi-Species Habitat Conservation Plan (“SMHCP”). Specifically, the measures state that if the SMHCP is not adopted in time, or if the City chooses not to seek coverage:

- “the project applicant(s) shall secure take authorization prior to project construction through formal consultation with the USFWS pursuant to Section 7 of the ESA, and shall implement all measures included in the Biological Opinion (BO) issued by the USFWS”; and
- “adequate mitigation ratios for take authorization shall be determined through the ESA Section 7 consultation process.”

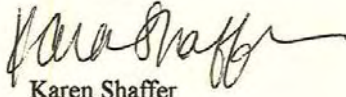
This language is missing from, and should be added to Mitigation Measures 4.4-1a (vernal pool habitat) and Mitigation Measure 4.4-3a (Contra Costa goldfields). Again, USFWS and the U.S. Army Corps of Engineers have already completed formal consultations and authorized incidental take under Section 7 of the ESA for the Markeley Lane Subdivision, and so it is our assumption that the biological opinion and its terms and conditions will satisfy the impact analysis and mitigation requirements for Contra Costa goldfields, California tiger salamander, and vernal pools. We are asking that the City to confirm this in the Final EIR.

Table 4.4-11 on page 4.4-47 appears to identify the entire Biggs site as a “Direct Impact Area” for wetlands and other waters of the United States. Page 4.4-46 then points out that the “proposed development would result in the loss of approximately 645.30 acres of lands designated as medium value and 315.01 acres of lands designated as high value upland habitat for [California tiger salamander].” This statement and Table 4.4-11, taken together, appear to identify the entire Biggs site as upland habitat for California tiger salamander, which will be directly impacted by the project. This is inconsistent with the more detailed analysis and findings in the site-specific biological assessment prepared by Vollmar Consulting and biological opinion issued by the Service and included in Appendix C. The Final EIR should clarify that only those areas identified as upland habitat for this species in the site-specific studies should be included as a direct impact area.

2
Cont.

Please contact me at (916) 569-1834 or Christian Marsh at (415) 402-2703 if you have any questions concerning our comments.

Sincerely,



Karen Shaffer
Principal

Copy Furnished:

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- 1 *This comment commends the City and AECOM on preparation of the Specific Plan and EIR. The comment also indicates that the EIR has addressed the potential environmental impacts associated with the Specific Plan in a thorough and complete manner.*

The City acknowledges the comment, which is included here for decision maker consideration.

- 2 *This comment indicates previous biological resources analysis pertaining to a specific area of land included within the Specific Plan Area.*

Page 4.4-36, paragraph 3 of the Draft EIR, the first bullet is revised to add the underlined text: Implementing the terms and conditions contained in the biological opinion would reduce the Markeley Lane Subdivision project impacts on California tiger salamander and Contra Costa goldfields to a less-than-significant level and no additional mitigation measures for impacts on federally listed species would be required for a project on this site. Please see Final EIR page 3-10.

The commenter also requests that additional information be added to Mitigation Measures 4.4-1 (which addresses vernal pool habitat) and Mitigation Measure 4.4-3a (which addresses Contra Costa goldfields) to address projects that precede, rather than follow, adoption of the Solano County Multispecies Habitat Conservation Plan (SCMHCP). However, Mitigation Measure 4.4-1 already spells out what the mitigation would be if the SCMHCP is not adopted (see item #5 in Mitigation Measure 4.4-1). This mitigation measure does not address impacts on listed species and therefore, it is not necessary to add the Section 7 consultation language to this mitigation measure. Similarly, Mitigation Measure 4.4-3a already describes mitigation in the absence of the SMHCP (see item #3 in Mitigation Measure 4.4-3a). Since the U.S. Fish & Wildlife Service (USFWS) does not actually issue take authorization for plants, the additional language suggested by the commenter would not be appropriate. Item #3 in this mitigation measure states that a mitigation plan would be developed in consultation with USFWS.

The commenter discusses impact analysis in the EIR identifying direct impact areas for wetlands and waters of the United States and habitat for California tiger salamander. The commenter notes that the extent of impacts expressed in the EIR may be somewhat different than what has been determined in studies for a specific site within the Specific Plan Area. The City acknowledges that the impact characterization for certain biological resource related impacts could be somewhat overstated in this program level EIR compared to that which may be discovered through site-specific evaluations during buildout of the Specific Plan. The City has added language, as noted above, to clarify that site-specific evaluations and the biological opinion for the subject site would be used for mitigation.



SOLANO TRANSPORTATION AUTHORITY

Member Agencies:
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STA

February 9, 2011

Dave Feinstein, Senior Planner
Community Development Department
City of Fairfield
1000 Webster Street
Fairfield, CA 94533

**RE: Comments on Fairfield Train Station Specific Plan
Draft Environmental Impact Report (EIR)**

Dear Mr. Feinstein:

The Solano Transportation Authority (STA) has received the Notice of Availability for the Walters Road West Project Draft Environmental Impact Report (DEIR), SCH # 2006072026. We offer the comments below based upon our role as the Congestion Management Agency for Solano County.

STA is generally supportive of the overall project. As stated in the opening paragraph of the Train Station Specific Plan – Community Vision, the specific plan is intended to create a Transit-Oriented Development, with special emphasis on transit access (through the train station and associated bus facility), close proximity of housing, jobs and services, and access by way of trails and paths. Project Objective 1 reads “The Project shall be a transit-oriented community. Its design shall create a strong sense of place that is unique and comparable to the best “greenfield” communities in the United States.” The site is also designated as a Priority Development Area (PDA) by the Association of Bay Area Governments (ABAG).

1

The project area also includes roadways and intersections that are part of the Solano Congestion Management Program network. The roadways and intersections are:

- Airbase Parkway, from Walters Road to Peabody Road
- Peabody Road, from the Fairfield City Limits to the Vacaville City Limits
- Vanden Road, from Peabody Road to Leisure Town Road
- The Peabody Road/Cement Hill Road/Vanden Road intersection
- The Walters Road/Air Base Parkway intersection

2

The STA has prepared, circulated and certified a Final Environmental Impact Report (FEIR) for the Jepson Parkway road project (SCH # 2008052067). Several segments of the Jepson Parkway are in or adjacent to the project area.

3

STA has the following specific comments or concerns on the Fairfield Train Station Specific Plan DEIR:

1. The DEIR assumes the Jepson Parkway is fully built by 2030. STA agrees with this assumption. 4
2. **Page 3-19 – Exhibit 3-8, Bike and Pedestrian Circulation.** STA supports the extensive network of bicycle and pedestrian paths and lanes shown in Exhibit 3-8. However, there are several inconsistencies with the Solano Countywide Bicycle Plan (SCBP), such as:
 - A. The SCPD shows a Class I bike path along Peabody Road, while Exhibit 3-8 shows a Class II Bike Lane. 5
 - B. The SCBP and the Jepson Parkway Concept Plan show a Class I bike path along Jepson Parkway. Exhibit 3-8 shows this Class I lane east of Peabody Road. However, from just east of Peabody Road to the western end of the project area, Exhibit 3-8 shows a Class II bike lane.
3. **Page 4.14-51- Jepson Parkway.** The DEIR does not use the approved Jepson Parkway in the traffic modeling. The DEIR states:

“However, based on City of Fairfield staff’s concern about the feasibility of constructing a four-lane Walters Road Extension between Air Base Parkway and Manuel Campos Parkway, due to the environmental constraints in this section and the related costs, this section was assumed to provide only two lanes, except additional lanes would be provided at its intersections with Manuel Campos Parkway and Air Base Parkway. The change in the design of this portion of Jepson Parkway will require the approval of STA. As noted in the paragraph above, to ensure there is sufficient capacity in north-south roads in the vicinity of the Specific Plan Area, the City has proposed the widening of Peabody Road to 6 travel lanes from Air Base Parkway north, transitioning to 4 lanes south of the Linear Park crossing.”

6

The STA does not support this redesign of the Jepson Parkway outside of what is contained in the approved Jepson Parkway FEIR, and cannot concur with modeling results based upon this modification to the Jepson Parkway project description. The presence of a certified FEIR for the Jepson Parkway argues strongly against City of Fairfield staff’s contention in the DEIR that “environmental constraints in this section and the related costs” make this alignment infeasible. Changing Jepson Parkway from 4 lanes to 2 lanes impacts the intent for the Jepson Parkway as a continuous north-south major arterial. Reducing the lanes on the Walters Road extension may reduce the use of the Jepson Parkway alignment because of the merging required at the lane reduction, possibly causing motorists to avoid this section of the Jepson Parkway. Additionally, reducing the lanes may cause adverse impacts to key intersections in the area such as the need for a triple westbound left from Vanden Road to Peabody Road (intersection 1) and the need for 3-through lanes on eastbound Cement Hill at Walters Rd (intersection 11) as shown in section 4.14, exhibit 4.14-9a. It should also be noted that a triple left turn from westbound Vanden Road to southbound Peabody Road is not shown in the 65% drawings prepared for the Fairfield-Vacaville Train Station project.

4. **Page 3-10, Project Description - Jepson Parkway**, states that the project includes changes to the design of the Jepson Parkway, including:
Change the design standard in Jepson Parkway Concept Plan to “urban/residential parkway” for that portion between the Walters Road extension and Leisure Town Road that abuts urban development; and
The Jepson Parkway is intended to be a major arterial north-south route in central Solano County. The required changes to the horizontal and vertical alignment to achieve the future grade separation of New Canon Road and Vanden Road should be completed to maintain the significance of this north-south route. To do this the horizontal alignment should maintain the design criteria set forth by the Jepson Parkway project and the vertical profile should be limited to 4% or less.
The design standards in the Jepson Parkway Concept Plan have been superseded by the Final Environmental Impact Report for the Jepson Parkway. The Cement Hill Road and southern portion of Vanden Road are classified as the Urban Arterial Typical Section, which includes curb and gutter, the majority of Vanden Road section is classified as the rural arterial typical section which does not have curb and gutter, but is similar in overall width. The intent of the Jepson Parkway project is to use the urban section within the city limits and adjacent to urban/residential developments. Changing the typical section classification along Vanden Road can be accomplished during final design of that segment. 7
5. **Page 4.14-44 - Solano Congestion Management Plan**. Please note that the proper title is the Congestion Management Program, not Plan; it is referred to as the Solano CMP. The first paragraph refers to the Solano CMP as last being updated in 2009. There was a 2010 update, but it does not substantively impact the DEIR’s project analysis. In the second paragraph, the DEIR states that the Solano CMP does not apply LOS standards to intersections. This is incorrect. Table 1 of the Solano CMP identifies intersections that are part of the CMP network, and both their target and current LOS. For the Train Station project, the applicable intersections are the Peabody Road/Cement Hill Road/Vanden Road intersection and the Walters Road/Air Base Parkway intersection, both with a standard of LOS E. The DEIR should be amended to reflect this requirement. 8
6. **Page 4.14-52, Trip Generation – MDX Model**. The DEIR describes why the City of Fairfield has chosen to use Fehr-Peers’ MDX trip generation model, rather than standard ITE trip generation rates. STA Model Technical Advisory Committee has not yet approved the use of trip models that show the reduced traffic generated by true transit-oriented developments. STA staff supports the use of using such trip reductions in modeling in concept. However, STA is concerned that the Train Station Specific Plan and DEIR neither spells out nor fully commits to Transit Oriented Development design measures. One of these measures is reduced parking standards, which directly lead to lower rates of automobile ownership and subsequent lower rates of automobile usage. The Train Station Specific Plan, Section 4 (Land Use and Development Regulations), Policy 4-98, states that “HR dwelling units located within a 10-minute walk of the Train Station and which have a density of 32.0 du/ac or greater are eligible for reduced parking standards, to be determined through the development review process, based upon configuration, on-street parking, and amenities provided within the area.” STA believes that this is not a commitment to TOD development standards. 9

The Train Station Specific Plan should identify those design and regulatory elements that lead directly to a reduction in trip generation from the project such as reduced parking standards. The Train Station Specific Plan should also require the use of those measures in individual project approvals. For example, the specific plan should require the use of reduced parking standards for such high-density development, and allow them for lower-density development that is also accessible to transit. The Train Station Specific Plan DEIR should explicitly refer to these provisions as a reason justifying use of the MDX model. Alternatively, the Train Station Specific Plan DEIR should explicitly state that measures to reduce trip generation, such as reduced parking standards, are not granted in the development review process, the traffic evaluation for that portion of the project should be done again, and additional appropriate mitigation measures should be identified and required to be implemented.

9 cont'd

7. **Page 4.14-75, Table 4.14-8 - Intersection Level of Service.** Intersection 13, Leisure Town Road and Vanden Road is identified as being under the Jurisdiction of Fairfield. Currently this intersection is in Solano County jurisdiction and in the future will be in the Vacaville jurisdiction, which has a LOS criteria of C. The 2030 with Project LOS shown in the table is LOS D.

10

8. **Page 4.14-85 - Impact 4.14-1, last bullet.** The DEIR states that Manual Campos (Cement Hill Road) will be expanded to 6-lanes from I-80 to Peabody Road. This statement does not match the plans for the approved Jepson Parkway project (4-lanes on Cement Hill Road), or the intersection configurations shown in this section. The intersection configurations show 2-through lanes for each intersection except #11 where eastbound Cement Hill Road is shown as needing a 3rd through lane as a mitigation measure. Where does this third through lane end? Intersections #10 and #43 only show two eastbound through lanes. The discrepancy in Cement Hill through lanes should be addressed in the analysis.

11

9. **Page 4.14-87 - Exhibit 4.14-9a.** The reduction of the proposed Walters Road extension to 2 lanes appears to cause increased traffic at the Cement Hill Road/Vanden/Peabody Road intersection as a triple left turn lane for westbound Vanden Road to southbound Peabody Road is shown as a mitigation measure. This configuration causes concern because of the available right-of-way and the relation to the proposed Train Station improvements currently under design. If a triple left turn is required, appropriate coordination and right-of-way reservation should be made in this area.

12

10. **Page 4.14-93, Impact 4.14-2.** The DEIR states
Freeway and State Route Traffic Volumes. *The Specific Plan will add traffic to I-80, I-680, and SR 12, contributing to congestion on these routes. This is a less-than-significant impact*

13

The DEIR adequately makes the case that the impacts to the freeway and highway system would be higher without the specific plan, but does not make any case for why the impacts that will occur will be less than significant. The DEIR should be revised to explicitly make the case that the design of the project to focus on Transit Oriented Development is a mitigation for impacts to the freeway and highway system, or should recognize these impacts as significant, and should propose adequate mitigation.

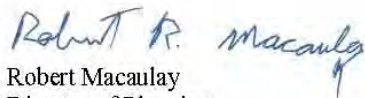
13 cont'd

11. **Page 4.15-12 – Pipelines.** This section does not mention the 24-inch Kinder Morgan pipeline in the project area. There is a reference that there are no transmission pipelines in the project area, which is accurate in terms of natural gas, however, the 24-inch petroleum pipeline should be noted.

14

The STA appreciates the opportunity to commend on the Fairfield Train Station Specific Plan DEIR. We look forward to working with you to resolve the issues identified, and to help move development of this PDA from a plan to a reality that benefits the residents of Fairfield and Solano County.

Sincerely,


Robert Macaulay
Director of Planning

CC: STA Board Members
Harry Price, Fairfield Mayor
Sean Quinn, Fairfield City Manager
Laura Kuhn, Vacaville City Manager
Suzanne Bragdon, Suisun City Manager
Birgetta Corsello, Deputy Solano County Administrator
Daryl K. Halls, STA Executive Director
Janet Adams, STA Deputy Executive Director and Director of Projects

- 1 *This comment discusses the transit-oriented nature of the Specific Plan.*
- This comment is noted and included here for decision maker consideration.
- 2 *This comment identifies roadways and intersections from the Solano Congestion Management Program network.*
- This comment is noted and included here for decision maker consideration.
- 3 *This comment identifies the Jepson Parkway and Final EIR.*
- This comment is noted and included here for decision maker consideration.
- 4 *This comment notes that STA agrees with the City's EIR assumptions regarding buildout of the Jepson Parkway.*
- This comment is noted and included here for decision maker consideration.
- 5 *This comment suggests that there are inconsistencies between the City's EIR Project Description for the Specific Plan and the Solano County Bicycle Plan.*
- This comment is noted and included here for decision maker consideration. Exhibit 3-8 in the Draft EIR has been revised to include additional areas along Peabody Road and Cement Hill Road with Class I facilities.
- Please refer to Final EIR page 3-5, which has this revised exhibit. Please refer to Section 3 of this Final EIR, which identifies by section, the revisions made to the Draft EIR.
- 6 *This comment discusses the Jepson Parkway Project.*
- The Draft EIR acknowledges the difference between the roadway network assumed for the 2030 with Project analysis and that assessed in the Jepson Parkway FEIR. The Draft EIR presents the rationale for the two-lane Walters Road extension assumption, and proceeds to analyze traffic conditions under that constraint, including an assessment of the required roadway and intersection capacity on the surrounding network to serve 2030 with Project traffic volumes. In the City of Fairfield's view, this set of assumptions presents the most reasonably foreseeable condition for the roadway network in 2030. Jepson Parkway is assumed to be completely constructed in 2030. As planned in the Jepson Parkway Concept Plan, the Parkway would provide a continuous four-lane multi-modal corridor aligned along Walters Road from SR 12 to Cement Hill Road (the future Manuel Campos Parkway), Manuel Campos Parkway to Peabody Road, Vanden Road to Leisure Town Road, and Leisure Town Road north to I-80 in Vacaville. However, based on City of Fairfield staff's concern about the feasibility of constructing a four-lane Walters Road extension between Air Base Parkway and Manuel Campos Parkway, due to the environmental constraints in this section and the related costs, this section was assumed to provide only two lanes, except additional lanes would be provided at intersections with Manuel Campos Parkway and Air Base Parkway. The City believes that the approach analyzed in the EIR, which involves a longer two-lane section, is preferred since it would reduce the level of potential impact on sensitive biological

resources and reduce costs relative to mitigation. To ensure there is sufficient capacity in north-south roads in the vicinity of the Specific Plan Area, the City has proposed the widening of Peabody Road to six travel lanes from Air Base Parkway north, transitioning to four lanes south of the Linear Park crossing. The analysis in the Draft EIR does not provide a comparison of the incremental differences between the previously planned roadway system and that which is assumed as a part of the Specific Plan. However, the existing plus Specific Plan, 2030 without Specific Plan, and 2030 with Specific Plan conditions are presented in Section 4.14 of the Partially Recirculated Draft EIR. This analysis assumes additional lanes on the parallel route of Peabody Road. The City intends to move forward with proposals for the Walters extension, as described in the Draft EIR and Specific Plan. The version of the Walters extension shown in the Specific Plan and Draft EIR does not reduce intersection capacity below that shown in the STA plans.

7 *This comment discusses the Jepson Parkway Project.*

The City of Fairfield will ensure that the Jepson Parkway segments that traverse the Specific Plan Area, including Cement Hill Road and Vanden Road, comply with the design standards set forth in the Jepson Parkway FEIR.

8 *This comment discusses the Solano Congestion Management Plan.*

The comments related to the Congestion Management Program (vs. Plan) and the existence of a 2010 update are noted. The City has made revisions to pages 4.14-32 and 4.14-45 of the Partially Recirculated Draft EIR accordingly. Please refer to Final EIR pages 3-27 through 3-29, where these revisions are spelled out.

Regarding the comment on the reference to intersections covered in the CMP, this item was corrected in the re-circulated Transportation Chapter. Please see page 4.14-21.

9 *This comment relates to the traffic modeling approach.*

The comments regarding concern that the Specific Plan does not contain sufficient regulation of elements that will promote transit use, such as required reduced parking standards, are noted. The Specific Plan was designed as a transit-oriented development (TOD). Inclusion of residential and commercial land uses within proximity of the train station allows residents in the region and Specific Plan Area residents to commute to employment centers using public transportation. The Specific Plan is designed to accommodate a range of residential densities, with higher-density residential units located closer to the previously approved train station. The fine-grained mixing of land uses provided under the Specific Plan encourages residents to walk, bike, or use public transit to access commercial, recreational, or educational amenities. The Specific Plan focuses higher-density housing around destination land uses. Higher-density housing is provided around the planned train station site, where the City anticipates a mix of retail, commercial service, and office uses, as well as a school site. Higher-density housing is also focused around the Lake Park, where there is additional land provided for commercial use, along with recreational amenities. The placement of higher-density housing around destination land uses encourages a greater number of residents to use non-vehicular travel modes to reach these destinations. In addition to encouraging travel modes other than automobile, the Specific Plan's design would also reduce trip lengths. Although some residents would continue to use vehicles to reach jobs and on-site amenities, the design of the Specific Plan reduces the distance required to reach jobs and amenities, which reduces VMT. The Specific Plan includes highly connected roadway

networks within neighborhoods, a fully connected pedestrian and bicycle network, and will incorporate local and regional public transit opportunities, which reduce VMT and increases non-vehicular mode shares. The Specific Plan includes a network of pedestrian and bicycle paths designed to provide future residents with access the project's public transportation facilities, parks and other public amenities, and commercial retail and services. The City Code authorizes the provision of parking below zoning requirements, which is considered on a case-by-case basis for higher-density development near public transit. The Specific Plan Area is suburban in nature today and has relatively low levels of employment and retail services. The Specific Plan is designed to change this, and over time, to foster substantially reduced dependence on the personal automobile for travel. Policies, however, designed to substantially limit automobile ownership, are impractical and not supportable by the City.

10 *This comment indicates that one intersection is listed under the wrong jurisdiction.*

The reference to the jurisdiction for this intersection (currently Solano County rather than Fairfield; Vacaville in the future) has been corrected in the FEIR. Please Final EIR page 3-29, which identifies changes to the jurisdiction of the referenced facility.

11 *This comment discusses Manuel Campos Road.*

Cement Hill Road/Manuel Campos Parkway is identified as requiring a 6-lane cross section due to the lane capacity needs at the closely spaced intersections between Walters Road and Peabody Road. The six-lane cross-section is primarily a function of the geometric transitions required to serve multiple through-lanes and turning lanes at intersections #1, #10, #11, and #43. Between Walters Road Extension and Dover, the six-lane recommendation is based on the fact that a six-lane cross-section is to be provided to the west and east of this segment, and therefore it is reasonable to plan for the full corridor to be six lanes in its ultimate configuration. The capacity needs of the closely spaced intersections along Manuel Campos between I-80 and Peabody suggest that a consistent six-lane configuration be reserved and built, with transitions at the various intersections to provide the necessary lanes. For example, on a given segment between intersections there may be three through-lanes in one direction, that transition to two through lanes, a left-turn lane and a right-turn lane at the intersection approach. Then, the three through lanes pick up on the far side of the intersection. This is a better way to design a major corridor with large intersection approaches, as it minimizes the horizontal deflections that occur with transitions between intersections and mid-block segments.

12 *This comment discusses Walters Road and the Cement Hill Road/Vanden Road/Peabody Road intersection.*

The City acknowledges the difficulties and undesirable effects of building a triple left-turn lane on the westbound approach of Peabody/Cement Hill. Draft EIR Mitigation Measure 4.14-8 includes the provision that "The City may develop an alternative mitigated lane geometry for the westbound approach at intersection #1 (Peabody Road/Cement Hill Road (Manuel Campos Parkway)/Vanden Road), if the westbound triple left turn lane identified in Table 4.14-10 and Exhibit 4.14-12 is determined to be incompatible with the roadway alignment requirements or intersection geometry and adjacent uses."

13 *This comment discusses freeway and state route traffic.*

The freeway impacts are identified as significant and unavoidable on pages 4.14-113 through 4.14-120 in the re-circulated Transportation Chapter. The EIR concluded that the project would add 1,300-1,500 peak hour vehicles to I-80 between I-680 and Air Base Parkway, 880 vehicles to I-80 between Air Base Parkway and North Texas Street, between 400-600 vehicles on I-80 east of Monte Vista Avenue in Vacaville, 250 vehicles on I-680 south of I-80, and negligible vehicles on SR 12 East and on I-80 between North Texas Street and Monte Vista Avenue (see Partially Recirculated Draft EIR, page 4.14-113). Relative to the current capacity of these facilities, these are substantial volumes. Several capacity-enhancing projects are being planned and constructed in phases, however, and these will significantly increase the capacity of the freeway and state highway system to serve the Specific Plan and other projected development. Additionally, the Specific Plan will make more efficient use of the local and regional transportation system by providing a development with higher densities, better diversity of uses, more transit accessibility, and more of a pedestrian-oriented design than would otherwise be developed. Although the Specific Plan is designed to provide parallel capacity for regional roadways and minimize regional VMT, projects developed under the Specific Plan would still be required to contribute to regional transportation impact fees, as required by Mitigation Measure 4.14-2. There are, however, no regional transportation fees currently in place and the Specific Plan's contribution to the completion of regional infrastructure improvements projects cannot be assured. For that reason, the Draft EIR concludes that this impact would be significant and unavoidable (see Partially Recirculated Draft EIR, page 4.14-120). Please refer also to response to Comment 9.

14

This comment discusses a pipeline.

The Kinder Morgan pipeline is part of the existing setting with respect to utilities although the pipeline does not serve the proposed Specific Plan. Please refer to Section 3.0 of the EIR, "Project Description," which identifies the referenced pipeline. Please refer to paragraph #7 on page 3-5 of the Draft EIR:

"...There is one Kinder Morgan petroleum pipeline that traverses the Specific Plan Area, entering from the east through one of the proposed "Employment" areas and across to the north side of Vanden Road, then to the southwest along the north side of Vanden Road until it reaches the abandoned railroad spur, where it jogs over to the south side of Vanden Road. The petroleum line then continues southwest along the old Vanden Road alignment across Peabody Road and out of the Specific Plan Area..."

DEPARTMENT OF TRANSPORTATION

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OAKLAND, CA 94623-0660
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FAX (510) 286-5559
TTY 711



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February 7, 2011

SOLGEN088
SCH#2010042093

Mr. David Feinstein, Senior Planner
City of Fairfield
Department of Community Development
1000 Webster Street
Fairfield, CA 94533-4883

Dear Mr. Feinstein:

Fairfield Train Station Specific Plan – Draft Environmental Impact Report

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the above referenced project. The following comments are based on the Draft Environmental Impact Report (DEIR) dated December 2010.

The 2008 existing traffic volumes on Interstate 80 as shown in Table 4.14-1 of the DEIR are approximately 10 to 20 percent lower than the November 2009 traffic volumes listed on the Department website. We recommend a justification be included as part of the Transportation section for the use of 2008 instead of 2009 volumes in the report.

Table 4.14-6 shows a 24 percent internal trip reduction in the AM and PM peak hours for all land uses. A distinction of the type of internal trip reduction being made should be shown in the table. According to page 4 of the Department's Guide for the Preparation of Traffic Impact Studies, all *pass-by* trip reductions greater than 15 percent and all *captured* trip reductions greater than 5 percent require approval and the justification should be discussed in the study. For additional reference, the guide is accessible online at:
<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

In this case, we believe that the internal trip reduction should be limited to commercial land use surrounding residential use that is within a quarter mile walking distance; and should be limited to the PM peak hour since most retail stores are not open during the AM peak hour. Exhibit 4.14-5 shows that more than 50 percent of the residential use is outside the quarter mile walking distance to commercial, school and employment/office land uses. Additionally, employment/office land use is shown entirely outside the quarter mile walking distance to other land uses.

The mitigation measures recommended in Table 4.14-8 of the DEIR at intersections #25 and #34 will require further coordination with the Department. Any preliminary project plans or documents for these mitigation measures should be sent to us for review as early as possible.

"Caltrans improves mobility across California"

Mr. David Feinstein
February 7, 2011
Page 2

comments regarding an Encroachment Permit from our May 2010 letter to the City are also applicable.

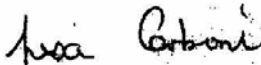
3
Con't.

We also recommend the submittal of an analysis of how the increased local vehicular traffic, pedestrian traffic, and bicycle traffic may affect incidents and personal injury in the vicinity of the Specific Plan area.

4

Should you have any questions regarding this letter, please contact Luis Melendez of my staff via email at Luis_Melendez@dot.ca.gov or by phone at (510) 286-5606.

Sincerely,



LISA CARBONI
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

"Caltrans improves mobility across California"

1 *This comment discusses Interstate 80 traffic volumes.*

The volumes reported were the latest available when the transportation setting was prepared. The following note has been added to Table 4.14-1: “The volumes reported are those available at the time the Transportation Setting was prepared. Later 2009 counts from Caltrans indicate that peak hour volumes have increased between 5 and 30 percent, while ADTs have decreased by about 5 percent in Fairfield, and increased by up to 20 percent in Vacaville.” Please see Final EIR page 3-27, which identifies this change.

2 *This comment discusses trip internalization.*

The method used to determine trip generation and internalization is described in the methodology section on page 4.14-53 of the Partially Recirculated Draft EIR. This method differs from the ITE Trip Generation Handbook approach where pass-by trips and mixed-use reductions are calculated explicitly. Thus, a breakdown of these types of trips is not given. The methodology has been demonstrated to more accurately predict internal and external trip generation for large mixed use planning areas than the traditional ITE method. Fairfield, along with several other communities, has approved the use of this methodology for projects that meet the criteria for its application. The paper describing the creation and validation of the model used to estimate trip internalization is provided in Appendix J.

Standard protocols were used to identify and generate datasets for MXDs in six large and diverse metropolitan regions. Data from household travel surveys and geographic information system (GIS) databases were pooled for these MXDs, and travel and built environmental variables were consistently defined across regions. Hierarchical modeling was used to estimate models for internal capture of trips within MXDs, walking and transit use on external trips, and trip length for external automobile trips. MXDs with diverse activities on-site were shown to capture a large share of trips internally, reducing their traffic impacts relative to conventional suburban developments. Smaller MXDs in walkable areas with good transit access generate significant shares of walk and transit trips (and therefore comparatively smaller shares of vehicle trips). Centrally located MXDs, small and large, generate shorter vehicle trips, which reduces vehicular travel demand relative to outlying developments. For the Specific Plan analysis, the MXD Model was applied to the Specific Plan Area as a whole, as well as to sub-areas defined by a ¼-mile radius walkable area. The results of the “sub-area” and “whole site” analyses were combined to provide an estimate of the total trip generation and internalization of trips within the Specific Plan Area. Table 4.14-6 in the Partially Recirculated Draft EIR on page 4.14-54 presents the daily trip generation and internalization for the Specific Plan land uses. The Specific Plan is estimated to generate 77,415 daily trips, with 18,775 (about 24 percent) remaining internal to the Specific Plan Area. This is a substantially higher internalization of trips than could be achieved with a development that was lower in density, had fewer compatible uses (i.e., retail, office and industrial uses providing employment and shopping opportunities), and/or did not have good commuter rail access. Please refer to Appendix J of the EIR for more detail regarding methodology.

3 *This comment discusses coordination with Caltrans.*

The comment is noted. The City of Fairfield will coordinate any improvements at these intersections with Caltrans. The City is aware of the May 2010 letter from Caltrans regarding encroachment permit requirements for work within state rights-of-way.

4

This comment discusses analysis of personal injury.

The City of Fairfield will ensure that all Specific Plan improvements, both on-site and off-site, will conform to the design standards of the pertinent jurisdiction(s), including Caltrans. As discussed under Impact 4.14-6, Hazards Due to Design Feature or Incompatible Uses, on page 4.14-121 of the Partially Recirculated Draft EIR, the Specific Plan will not increase transportation hazards for vehicles, pedestrians, or bicyclists. Specific Plan streets, intersections, off-street paths and trails will be designed and constructed according to Fairfield's design standards, which have been developed to specifically avoid introducing hazards and incompatible uses. Roadways and intersections in the Specific Plan vicinity that are not planned to be improved as part of the Specific Plan development will nevertheless be subject to Fairfield's normal operations and maintenance activities, and are thus not expected to experience degradation in safety for vehicular traffic, pedestrians, or bicyclists. Furthermore, the EIR identified Mitigation Measure 4.14-6 to ensure the safety of users accessing the Canon Road at-grade crossing if development of the eastern portion of the Specific Plan designated as "Employment" precedes the construction of the New Canon Road railroad grade separation (see Partially Recirculated Draft EIR, page 4.14-122).

DOT2

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

EDMUND G. BROWN JR., Governor

DEPARTMENT OF TRANSPORTATION

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April 4, 2011

SOLGEN088
SCH#2010042093

Mr. David Feinstein
City of Fairfield
Department of Community Development
1000 Webster Street
Fairfield, CA 94533

Dear Mr. Feinstein:

Fairfield Train Station Specific Plan – Recirculated Draft Environmental Impact Report

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the Fairfield Train Station Specific Plan. The following comments are based on the Recirculated Draft Environmental Impact Report (RDEIR).

Forecasting

On pages 4.14-79 through 4.14-85, Exhibit 4.14-9a through Exhibit 4.14-9d show lower traffic volumes under 2030 with Specific Plan at several study intersections compared to Existing Plus Project traffic volumes found on Exhibit 4.14-8a to Exhibit 4.14-8d. For example, at Air Base Parkway/ Hilborn Avenue/ Interstate (I-) 80 westbound ramps (#22), the total AM westbound traffic is 2,230 (=420+760+1,060) vph under 2030 with Specific Plan compared to 2,647 (=428+931+1,288) vph under Existing plus Project. Please explain.

Highway Operations

On page 4.14-73, Table 4.14-7, please indicate the existing stop control at the Manuel Campos Parkway/ I-80 eastbound ramps intersection (#47).

The RDEIR does not address some of the comments submitted by the Department on February 7, 2011 for the Draft Environmental Impact Report (DEIR). Specifically, the comments are as follows:

On page 4.14-3 in the (DEIR), the Year 2008 existing traffic volumes on I-80 appear to be 10% to 20% lower than the November 2009 traffic volumes. Please explain.

The Department recommends mitigation measures at the Walters Road/Route 12 intersection (#25) and Manuel Campos Parkway/I-80 westbound ramps intersection (#34). Examples of mitigation measures are, including adding a left turn lane and changing the signal phasing at intersection #25, and adding a right turn lane at intersection #34.

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Mr. David Feinstein/City of Fairfield
April 4, 2011
Page 2

Include an analysis of how the increased local vehicular traffic, pedestrian traffic, and bicycle traffic may affect incidents and personal injury in the vicinity of the project site.

3
Con't.

Encroachment Permit

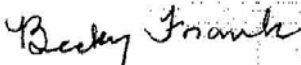
Please be advised that any work or traffic control (including mitigation measures) within the State Right-of-Way (ROW) requires an encroachment permit that is issued by the Department. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information:
<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

4

To apply for an encroachment permit, submit a completed encroachment permit application, environmental documentation, and five (5) sets of plans which clearly indicate State ROW to the address at the top of this letterhead, marked ATTN: Michael Condie, Mail Stop #5E.

Should you have any questions regarding this letter, please call Yatman Kwan of my staff at (510) 622-1670.

Sincerely,



BECKY FRANK
District Branch Chief
Federal Grants / Rail Coordination

c: State Clearinghouse

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- 1 *This comment discusses traffic volumes.*
- The volume difference noted is the result of the substantially different project traffic distribution under Existing Plus Project conditions, relative to the Cumulative Plus Project case. The distributions are different because the roadway network assumptions are also quite different: most notably, Manuel Campos Parkway does not currently extend continuously from I-80 to the Specific Plan Area, and the Walters Road extension is not yet constructed. Because these and other roadway improvements are expected to be in place before the Specific Plan fully builds out, the City of Fairfield considers the Cumulative Plus Project case to provide the more accurate Project traffic distribution. Please refer to Appendix J of the EIR for more detail on methodology.
- 2 *This comment identifies an error in the stop control for an intersection.*
- Intersection #47 is signalized, not stop-controlled. The 'N/A' in Table 4.14-7 will be changed to "Signalized" in the FEIR. Please refer to Final EIR page 3-29.
- 3 *This comment discusses comments from the February Caltrans letter.*
- Please see response to Comments 1, 3, and 4 in the February 7, 2011 letter from Caltrans. The commenter recommends mitigation measures at the Walters Road/Route 12 intersection (Intersection #25) and Manual Campos Parkway/I-80 westbound ramps intersection (Intersection #34). According to the commenter, examples of mitigation measures include adding a left turn lane and changing the signal phasing at Intersection #25, and addition a right turn lane at Intersection #34. The referenced mitigation is identified in the Draft EIR. Please refer to Recirculated Draft EIR Table 4.14-10.
- 4 *This comment references existing requirements.*
- This comment is noted.

3 CORRECTIONS AND REVISIONS TO THE DRAFT EIR

This section contains changes to the text of the Draft EIR. The changes are presented in the order in which they appear in the Draft EIR and are identified by Draft EIR page number. Text deletions are shown in ~~strikeout~~ and additions are shown in underline.

SECTION 3.0 “PROJECT DESCRIPTION”

Page 3-5, revisions have been made as shown below to the first three paragraphs:

The North Bay Aqueduct (NBA) is an underground pipeline that runs from Barker Slough in the Delta to Cordelia Forebay, located in Fairfield. The 40-foot wide NBA easement runs through the center of the Specific Plan Area (Exhibit 3-4). The terms of the California Department Water Resources easement limit the use of land and construction of facilities within the boundaries of the easement. Incorporated areas within Solano County that are within municipal service areas (MSAs) obtain water from Solano County Water Agency (SCWA).

A segment of a Solano Irrigation District (SID) Canal traverses the northeastern corner of the Specific Plan Area. A SID canal also runs parallel to the northern boundary of the Specific Plan Area (Exhibit 3-4). SID provides domestic water service to several areas of unincorporated Solano County, some customers within the city of Fairfield and the cities of Dixon and Suisun City. The SID canal along the northern boundary will remain. The SID canal that cuts through the northeastern industrial park will be put into an underground pipe through the Specific Plan’s “Employment” areas. The alignment may vary from its current alignment to minimize the depth of the pipe.

The northwest portion of the Specific Plan Area is traversed by the Putah South Canal. Solano County Water Agency (SCWA) is responsible for operating and maintaining the 33-mile long canal under an agreement with the Bureau of Reclamation ~~and SID~~. SID maintains the Putah South Canal under contract to SWCA.

SECTION 3.0 “PROJECT DESCRIPTION”

Page 3-10, revisions have been made as shown below under the heading “Solano Transportation Authority”:

- ▶ Modification of its design for Jepson Parkway (Vanden Road) through Specific Plan Area including:
 - Provide for a grade-separated overcrossing of railroad near the intersection of Vanden Road and “New Canon Road”;
 - Confirm typical classification along Vanden Road within the Specific Plan Area ~~Change the design standard in Jepson Parkway Concept Plan to “urban/residential parkway” for that portion between the Walters Road extension and Leisure Town Road that abuts urban development; and~~
 - Confirm design for Jepson Parkway (including the Walters Road extension) ~~Modification of its design for Jepson Parkway (Walters Road extension), outside of Specific Plan Area from 4 lanes to 2 lanes, except at intersections.~~

SECTION 3.0 “PROJECT DESCRIPTION”

Page 3-13, revisions have been made as shown below to the bullet under the heading “Other State/Regional Agencies”:

- ▶ Approval of permits by state agencies, such as a streambed alternation agreement for alterations to Union Creek or the SID canal with the Department of Fish and Game, and other permits from the State Water Resources Control Board, Bay Area Air Quality Management District; the California Department of Transportation for encroachment permits for improvements to SR 12, as necessary; the Central Valley Flood Protection Board for structures or other facilities falling within its jurisdiction; and other agencies.

SECTION 3.0 “PROJECT DESCRIPTION”

Page 3-13, revisions have been made as shown below under the heading “Federal Agencies”:

Approval of permits by federal agencies, including the following

- ▶ Incident take permit for endangered species from U.S. Fish and Wildlife Service;
- ▶ 404 Permit for fill of wetlands from U.S. Army Corps of Engineers; and
- ▶ Approval of bridge structure over Putah South Canal and drainage improvements that encroach into U.S. Bureau of Reclamation property containing the Putah South Canal by U.S. Bureau of Reclamation.

SECTION 3.0 “PROJECT DESCRIPTION”

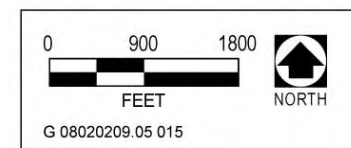
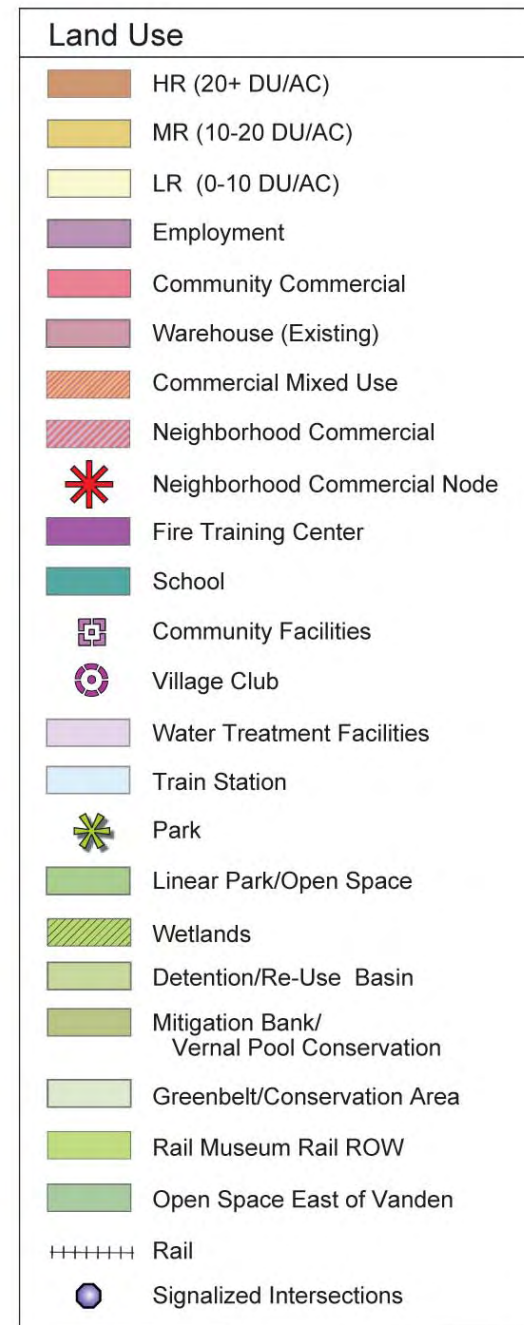
Page 3-15, Exhibit 3-7. The exhibit has been revised.

The comment letter from Frederick M. Etzel of Henn, Etzel & Moore, Inc. on behalf of the Jones family, dated January 30, 2011, indicates that two exhibits need to be revised to be consistent with the current draft Specific Plan Land Use Plan. The City has revised the referenced exhibits. Exhibit 3-7 is included here.

SECTION 3.0 “PROJECT DESCRIPTION”

Page 3-18, revisions have been made as shown below to the paragraph under the heading “Bicycle and Pedestrian System”:

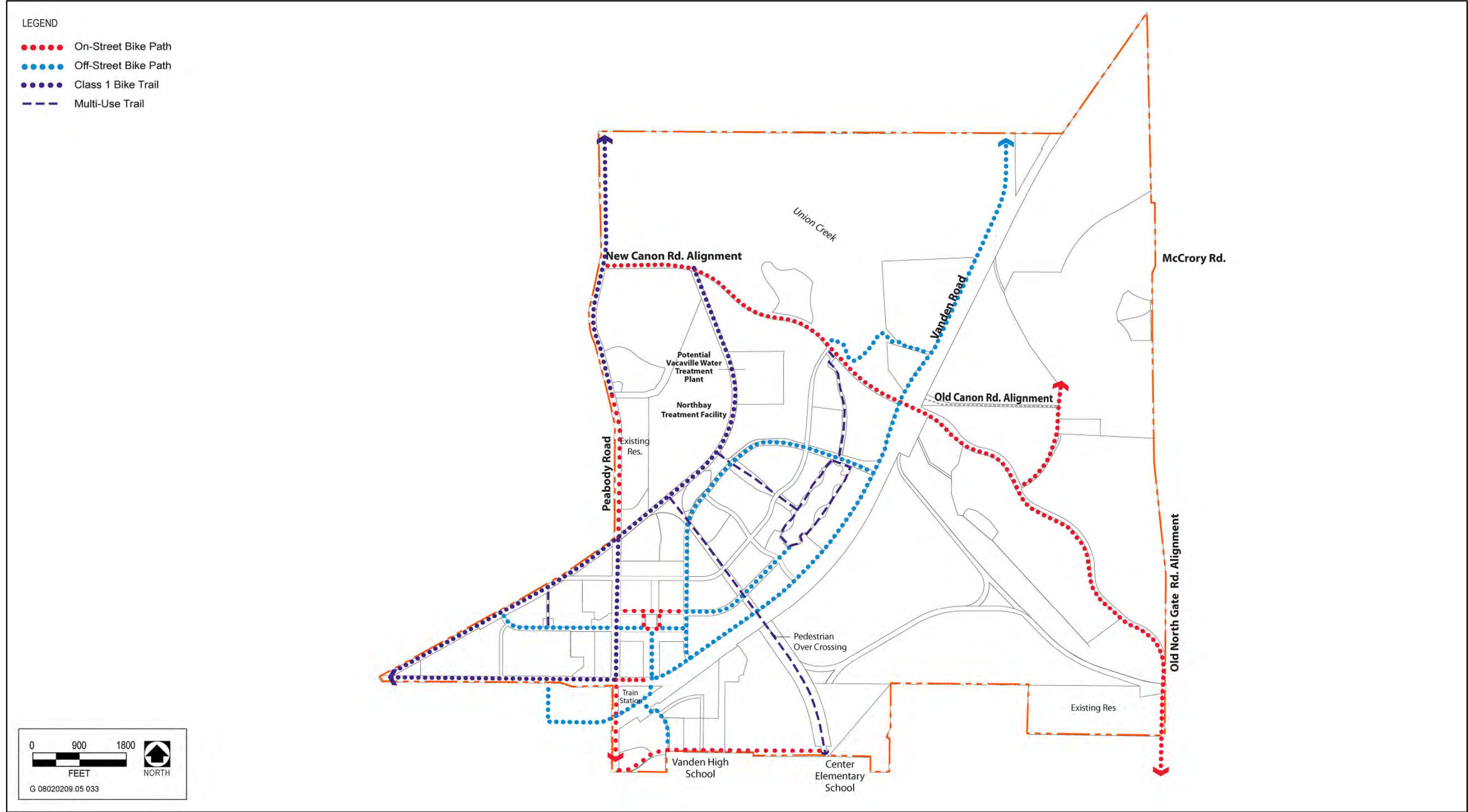
Bicycle and pedestrian facilities will be provided alongside public streets in the Specific Plan Area. The Specific Plan also anticipates a multi-use trail system to complement sidewalks and other pedestrian facilities throughout the area. An off-street bike path would extend along existing Vanden Road (future Jepson Parkway) through the Specific Plan Area northeast toward Vacaville. An additional multi-use trail will be extended to the south toward a pedestrian overcrossing of Vanden Road and Union Pacific railroad to connect with Center Elementary School, south of the Specific Plan Area (Exhibit 3-8). Exclusion fencing will be provided along Putah South Canal for the Linear Park between New Canon Road and the north end of the North Bay Water Treatment Plant to be paid for by the developer.



Source: AECOM 2011

Proposed Land Use Plan

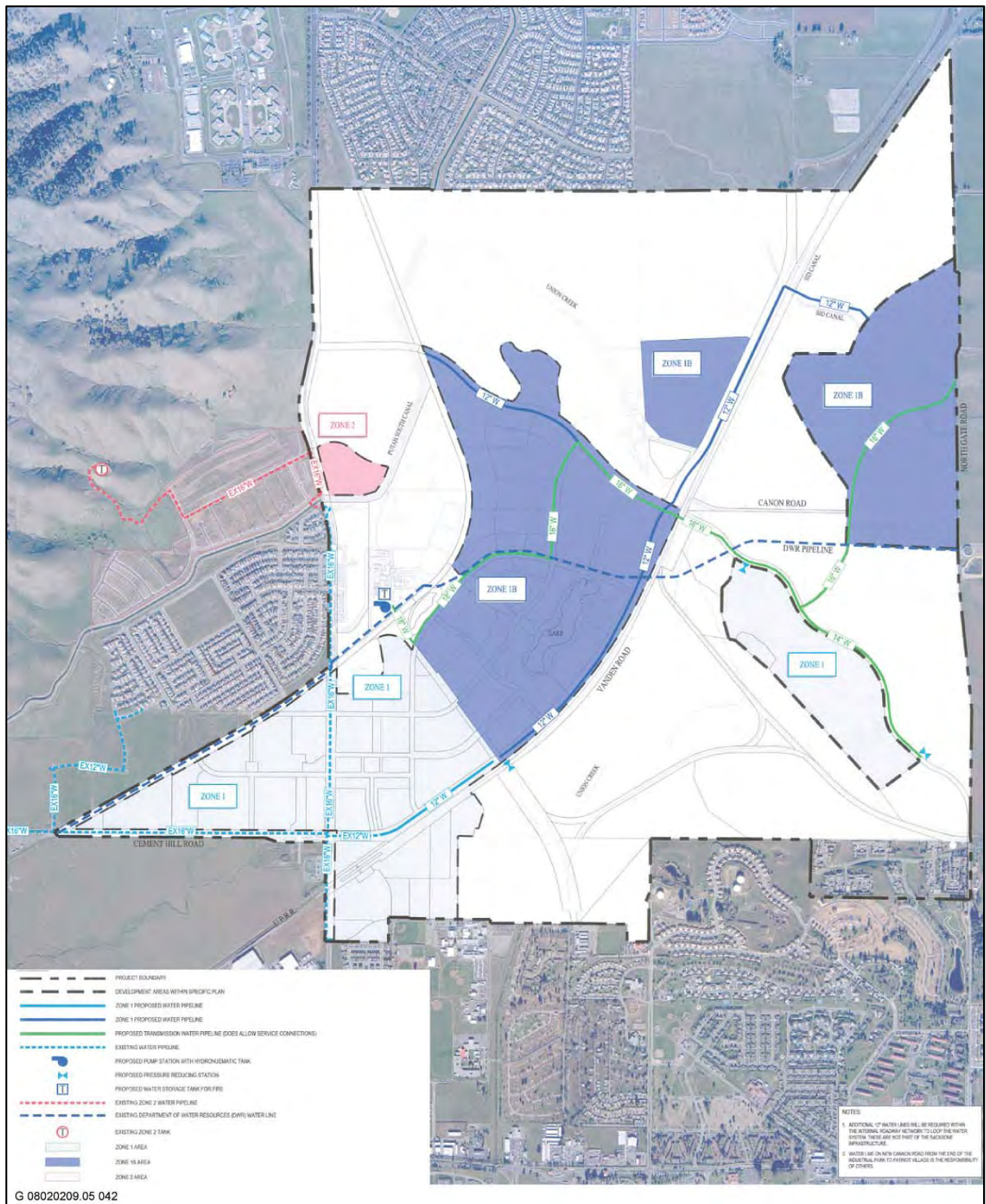
Exhibit 3-7



Source: AECOM 2011

Bike and Pedestrian Circulation

Exhibit 3-8



Source: CBG 2010

Proposed Water Facilities System Plan

Exhibit 3-9

SECTION 3.0 “PROJECT DESCRIPTION”

Page 3-15, a minor revision was made to Exhibit 3-7.

SECTION 3.0 “PROJECT DESCRIPTION”

Page 3-19, minor revisions were made to Exhibit 3-8.

SECTION 3.0 “PROJECT DESCRIPTION”

Page 3-22, minor revisions were made to Exhibit 3-9.

SECTION 3.0 “PROJECT DESCRIPTION”

Page 3-25, revisions have been made as shown below to the paragraph under the heading “Fire Access”:

Fire Access

Where urban development is proposed in the immediate vicinity of the proposed boundary between the City of Fairfield and the unincorporated County, the City will require appropriate fire access to adjacent non-urbanized land. Construction of fire access roads along much of the anticipated boundary, however, would be infeasible. For example, it would not be feasible to construct fire roads adjacent to future City boundary areas along the Union Pacific Railroad tracks or in areas abutting a habitat conservation area or mitigation bank. The City will not require fire access roads in these areas or other areas where the construction would be infeasible due to existing physical features, environmental resources, or other existing conditions.

SECTION 4.1 “AESTHETICS”

Page 4.1-27, Mitigation Measure 4.1-4a, item #2, is revised as noted below.

- 2) Lighting shall be located and designed ~~to~~ specifically to reduce light spillage and nighttime glare, as experienced by existing residences north of the Specific Plan Area in the city of Vacaville, existing residences south in Solano County, within existing developed residential areas in the city of Fairfield, and as experienced by future residents of the Specific Plan Area, to the maximum extent feasible.

SECTION 4.1 “AESTHETICS”

Page 4.1-27, Mitigation Measure 4.1-b, items #1 and #2, are revised as noted below.

- 1) The City will enforce ~~on new development~~ policies and design guidance from the Specific Plan, reviewing and conditioning proposed development projects, where necessary.
- 2) The City will ~~is~~ review and condition projects developed under the Specific Plan, as necessary, to use lighting that is designed to avoid spillage beyond project property boundaries, as feasible, balanced with the need to provide for safety of residents and visitors to the Specific Plan.

SECTION 4.3 “AIR QUALITY”

Page 4.3-26, the paragraph under the heading “Significance after Mitigation,” is revised as noted below.

Although it is not possible to quantify the mitigation measures described above and demonstrate reducing criteria air pollutant emissions to a less-than-significant level, the proposed Specific Plan has been designed with critical features (e.g., compact and mixed-use development, infill development, transit-oriented development, connected pedestrian and bicycle network) needed to reduce long-term VMT, which represent ~~approximately~~ a large portion of total daily operational emissions, ~~respectively~~...

SECTION 4.3 “AIR QUALITY”

Page 4.3-33, Mitigation Measure 4.3-4, under the heading “Rail Line Mitigation” is revised as indicated below.

Prior to approval of any residential development within 1,500 feet of the edge of the planned train station, 1,200 feet north of the Union Pacific railroad line, and/or 1,100 feet south of the Union Pacific railroad line, the City will require project applicant/s to perform a site-specific health risk assessment to determine whether health risks from rail diesel exhaust exceed the BAAQMD-recommended threshold, and to fix the area within which this threshold will be exceeded. Site-specific analysis may include dispersion modeling and/or a health risk assessment, consistent with applicable guidance from BAAQMD. Analyses shall take into account regulatory requirements for diesel locomotive engines and the appropriate fleet mix of diesel locomotive engines as it relates to emissions rates. For the area within which this threshold will be exceeded, the City shall require the applicant to identify and incorporate feasible mitigation measures to lessen this impact. The applicant shall communicate with the Bay Area Air Quality

Management District to identify measures to reduce exposure of sensitive receptors to substantial pollutant concentrations to levels consistent with thresholds recommended by the Bay Area Air Quality Management District applicable at the time the project is proposed...

SECTION 4.3 “AIR QUALITY”

Page 4.3-34, Mitigation Measure 4.3-4, under the heading “BAAQMD-Permitted Stationary Source Mitigation” is revised as indicated below.

No further mitigation is required for development of sensitive receptors (residential uses, for example) near the Bubbling Well Pet Memorial Park or Syar Industries if these facilities are not operational at the time such development is proposed. However, if sensitive receptors are proposed within 500 feet of either of these facilities and BAAQMD-provided information suggests that cancer risk, noncancer health index, or PM 2.5 concentrations could have a significant impact on such proposed sensitive receptors, the City will require site-specific analysis and mitigation. Site-specific analysis and mitigation will be required to demonstrate consistency with the applicable ~~(increased cancer risk of <10.0 in a million, increased non-cancer risk of < 1.0 Hazard Index [Chronic or Acute], ambient PM2.5 increase of < 0.3 µg/m3 annual average)~~ BAAQMD standards (increased cancer risk of <10.0 in a million, increased non-cancer risk of < 1.0 Hazard Index [Chronic or Acute], ambient PM2.5 increase of < 0.3 µg/m3 annual average) or those applicable at the time the project is proposed...

SECTION 4.3 “AIR QUALITY”

Page 4.3-35, Mitigation Measure 4.3-4, under the heading “Health Risk Screening Analysis” is revised as indicated below.

An application for an Authority to Construct or Permit to Operate for any project subject to Rule 5 shall contain a Health Risk Screening Analysis (HRSA). To determine the requirements of Rule 5, the project applicant shall be given the opportunity to perform a more refined HRSA, modify the project, or submit any required plans or information, as necessary to comply with the requirements of Rule 5.

SECTION 4.3 “AIR QUALITY”

Page 4.3-35, Mitigation Measure 4.3-4, under the heading “Dry Cleaners” is revised as indicated below.

The City will not approve the development of dry-cleaning operation using perc within 300 feet of any existing or planned sensitive land use. The City will not approve the development of new sensitive uses within 300 feet of any existing dry-cleaning operation using perc. For operations with two or more machines, sensitive uses and dry-cleaning operation using perc. shall be separated by at least 500 feet.

SECTION 4.4 “BIOLOGICAL RESOURCES”

Page 4.3-30, under the heading “California Endangered Species Act” is revised as indicated below.

The California Endangered Species Act (CESA) (California Fish and Game Code Section 2050, et seq.) directs state agencies not to approve projects that would jeopardize the continued existence of an endangered or threatened species or result in the destruction or adverse modification of habitat essential to the continued existence of a species. Furthermore, CESA states that reasonable and prudent alternatives shall be developed by DFG, together with the project proponent and any state lead agency, consistent with conserving the species, while at the same time maintaining the project purpose to the greatest extent possible. Under CESA, project-related impacts of the authorized take must be minimized and fully mitigated, and adequate funding to implement those mitigation measures and monitor compliance with and the effectiveness of the measures must be ensured. Standard CESA issuance requirements can include land acquisition, permanent protection and management, and/or funding in perpetuity of compensatory lands.

SECTION 4.4 “BIOLOGICAL RESOURCES”

The City wishes to clarify the language on page 4.4-36 of the Draft EIR to specify that complying with the requirements in the biological opinion prepared by USFWS for the Markeley Lane Subdivision project is sufficient mitigation for the biological impacts addressed in the biological opinion.

Page 4.4-36, paragraph 3 of the Draft EIR, the first bullet is revised as shown below:

A biological opinion has been issued for the proposed Markeley Lane Subdivision Project on the Biggs site (Exhibit 4.4-3). The biological opinion outlining the terms and conditions that shall be implemented to reduce significant impacts on California tiger salamander and Contra Costa goldfields that would result from implementing the Markeley Lane Subdivision Project is provided in Appendix C. Implementing the terms and conditions contained in the biological opinion would reduce the Markeley Lane Subdivision project impacts on California tiger salamander and Contra Costa goldfields to a less-than-significant level

and no additional mitigation measures for impacts on federally listed species would be required for a project on this site.

SECTION 4.4 “BIOLOGICAL RESOURCES”

Page 4.4-38, is revised as described below.

The title of Mitigation Measure 4.4-1a is changed to 4.4-1.

SECTION 4.4 “BIOLOGICAL RESOURCES”

Page 4.4-43, is revised as described below.

In Mitigation Measure 4.4-1, the numbering after #15 was incorrect. The second 15 was changed to 16, 16 to 17, and 17 to 18.

SECTION 4.4 “BIOLOGICAL RESOURCES”

Pages 4.4-52 through 58, is revised as described below.

Page 4.4-52, Mitigation Measure 4.4-2a of the Draft EIR is revised to add mitigation bullet 11 as follows:

- 11) All vernal pool habitat mitigation lands shall be preserved in perpetuity and incompatible land uses shall be prohibited in habitat conservation areas.

Page 4.4-53, Mitigation Measure 4.4-2b of the Draft EIR is revised to add mitigation bullet 7 as follows:

- 7) All California tiger salamander habitat mitigation lands shall be preserved in perpetuity and incompatible land uses shall be prohibited in habitat conservation areas.

Page 4.4-54, Mitigation Measure 4.4-2b of the Draft EIR is revised to add mitigation bullet 1 as follows:

- 1) No project construction shall proceed in areas supporting potential habitat for California tiger salamander (known or potential breeding pools/ponds plus surrounding Specific Plan Area grasslands within 1.3 miles), until take authorization has been obtained from the USFWS and DFG, and the project applicant(s) of all project phases have abided by all conditions in the take authorization, including conservation and minimization measures, intended to be completed before on-site construction. Conservation and minimization measures are expected to include requirements for preparing supporting documentation describing methods to protect existing vernal pools during and after project construction, methods for determining impact ratios, a detailed monitoring plan, and reporting requirements. DFG may issue a Consistency Determination under Section 2080.1 of CESA if the applicant(s) obtains take authorization from USFWS and submits the federal opinion take statement to the Director of Fish and Game. DFG must determine that conditions specified in the Federal take authorization are consistent with CESA. If a Consistency Determination is not obtained, the applicants shall obtain a separate incidental take permit under Section 2081(b) of CESA.

Page 4.4-52, Mitigation Measure 4.4-2b of the Draft EIR is revised to add mitigation bullet 3 as follows:

- 3) If the SMHCP is not adopted in time for project implementation, or if the City chooses to not seek coverage, the project applicant(s) shall secure take authorization prior to project construction through formal consultation with the USFWS pursuant to Section 7 of the ESA, and with DFG pursuant to Fish and Game Code Sections 2080.1 or 2081(b), and shall implement all measures included in the

Biological Opinion (BO) issued by the USFWS and in the take authorization or consistency determination issued by DFG.

Page 4.4-53, Mitigation Measure 4.4-2b of the Draft EIR is revised to add mitigation bullet 7 as follows:

- 7) All California tiger salamander habitat mitigation lands shall be preserved in perpetuity and incompatible land uses shall be prohibited in habitat conservation areas.

Page 4.4-53, Mitigation Measure 4.4-2b of the Draft EIR is revised to add under the heading “Timing” as follows:

Before approval of any grading or improvement plans and on an ongoing basis throughout construction, as applicable for all project phases as required by the mitigation plan, any consistency determination, BO, and/or BMPs.

Page 4.4-54, Mitigation Measure 4.4-2c of the Draft EIR is revised to add mitigation bullet 9 as follows:

- 9) All Swainson’s hawk and burrowing owl habitat mitigation lands shall be preserved in perpetuity and incompatible land uses shall be prohibited in habitat conservation areas.

Page 4.4-58, Mitigation Measure 4.4-3a of the Draft EIR is revised to add mitigation bullet 4 as follows:

- 4) All Contra Costa goldfields habitat mitigation lands shall be preserved in perpetuity and incompatible land uses shall be prohibited in habitat conservation areas.

SECTION 4.4 “BIOLOGICAL RESOURCES”

Page 4.4-60 and 61, is revised as described below.

Constructing the Great Park Lake adjacent to Union Creek could divert water from Union Creek or result in changes in flow or to the bed and bank of Union Creek and these changes could subsequently result in altered hydrology downstream of the lake. Any changes to the bed, bank, channel, or flow of Union Creek or the SID canal could result in significant direct and indirect effects on in stream habitat and would require a streambed alteration agreement from DFG. Additionally, drawing water from the SID canal to fill project lakes could modify hydrology downstream of the Specific Plan Area. Because the SID canal does not provide water to support aquatic resources on site, use of water from the canal is not expected to have effects to on-site resources, however; it is possible that unused overflow from SID appropriated water currently flows to downstream waters. It is unknown at this time how much, if any, unused appropriated water is currently available to downstream aquatic habitats. Therefore, it is not possible to quantify what the potential indirect effects to downstream resources would be.

SECTION 4.4 “BIOLOGICAL RESOURCES”

Page 4.4-64, is revised as described below.

Mitigation Measure 4.4-6b is revised to capitalize “Plan” (the third word of the mitigation measure) and add implementation, timing, and enforcement information:

Implementation: Project applicant(s) of all project phases affecting Union Creek.

Timing: Before issuance of grading permit or approval of improvement plans for any project phases that would affect Union Creek.

Enforcement: DFG and the City of Fairfield.

SECTION 4.5 “CULTURAL RESOURCES”

Page 4.5-17, is revised as described below.

Mitigation Measure 4.5-1, item “1 f,” is revised as follows:

- f) If any significant historic resources would be adversely affected by off-site improvements, the improvements shall be redesigned, if feasible, to avoid impacts.

SECTION 4.6 “GEOLOGY, SOILS, AND PALEONTOLOGICAL RESOURCES”

Page 4.6-29, paragraph under the heading “Markley Sandstone/Nortenville Shale/Domengine Sandstone” is revised as described below.

Therefore, ground-disturbing activities ~~at the proposed corporation yard~~ in these formations....

SECTION 4.8 “HAZARDS AND HAZARDOUS MATERIALS”

Page 4.8-6, second paragraph under the heading “National Priority List Sites” is revised as shown below.

The southern boundary of the Specific Plan Area abuts a portion of the northern boundary of Travis AFB. The ~~base~~ Base was placed on the EPA NPL in 1989 as a Superfund project. Contaminates are located in soil, sediment, surface water, and some groundwater locations. ~~The reason that the base was listed on the EPA NPL is a solvent plume in the groundwater consisting of lead acid solutions used for battery neutralization, pesticides and herbicide washout, diesel fuels, semivolatile organic chemicals and metals, and radioactive wastes from nuclear weapons manufacture (ENGEO 2009: Appendix A page 16).~~ The depth to groundwater at the Specific Plan Area ranges from 10 to 20 below ground surface (bgs). The A trichloroethene (TCE) plume near the base’s inactive landfill, currently undergoing active pump and treat remediation, extends approximately 120 feet off the installation (EPA 2008:3-17). Exhibit 4.8-XX2 shows the location of the TCE groundwater plume. ~~is poorly defined, but EPA believes that the plume extends up to 500 feet north of Travis AFB into the Specific Plan Area (ENGEO August 2009:13). Depending on the contaminant, such as~~ Groundwater contaminated with TCE can be a potential hazard to humans if it is used for domestic, industrial, or agricultural purposes, or if encountered by humans during activities that exposes such water; drinking water and in steam from hot showers.

SECTION 4.8 “HAZARDS AND HAZARDOUS MATERIALS”

Page 4.8-9, Exhibit 4.8-2.

An exhibit showing a groundwater plume extending approximately 120 feet from Travis Air Force Base, approximately 0.75 mile from the Specific Plan Area has been added.

SECTION 4.8 “HAZARDS AND HAZARDOUS MATERIALS”

Page 4.8-15, last paragraph of Electric and Magnetic Fields

A substation is currently located on the site at the northwestern corner of the intersection of Peabody Road and Cement Hill Road (Exhibit 4.8-1). There is a 230-kV powerline located parallel to the railroad line (CBG 2010). There is an overhead 60-kV line that runs from Travis Air Force Base to the north on North Gate Road, then west along Cannon Road, and then northeast into Vacaville adjacent to the 230-kV powerline. There are also 21-kV overhead distribution lines along all of the main roadways, including Peabody Road, Cement Hill Road, Vanden Road, and Noonan Lane (Exhibit 4.8-23).

SECTION 4.8 “HAZARDS AND HAZARDOUS MATERIALS”

Page 4.8-16, Exhibit 4.8-3 number

Overhead Powerlines

Exhibit 4.8-23

SECTION 4.8 “HAZARDS AND HAZARDOUS MATERIALS”

Page 4.8-28, paragraph under Federal Railroad Administration

Under the U.S. Department of Transportation, the Federal Railroad Administration (FRA) regulates all aspects of rail freight railroading, including hazardous material transport, and passenger rail. Like FAA, FRA issues rules and guidance that ~~that~~ aims to improve rail safety. They are continuously updated based on technological improvements and ~~review~~ conclusions drawn from the review of incident reports. FRA enforces its regulations through civil penalties. The regulations establish:

- ▶ Design standards for track, grade crossings, and bridges;
- ▶ Timing for when track needs replacement to achieve the design standards;
- ▶ Technologies for tank, box, container, and passenger cars;
- ▶ Minimum safety standards for different types of cars, such as brake standards and crash worthiness;
- ▶ Worker safety training including conductor certification;
- ▶ Hazardous material routing designations and rail operation procedures; and
- ▶ Ongoing accident/incident reporting.

SECTION 4.8 “HAZARDS AND HAZARDOUS MATERIALS”

Page 4.8-28, Impact 4.8-2.

The first paragraph of the discussion of Impact 4.8-2 has been revised as shown below:

As discussed in the “Environmental Setting” section above, the Specific Plan Area contains several above ground storage tanks (ASTs), LUSTs, debris piles, land uses that could have heavy metals and solvents deposits, and other features that could pose a human health hazard. ~~Particulate and nitrate contamination of groundwater may be present based on historical use Travis Air Force base.~~ ENGEO listed 54 specific parcels on Table 1 appended to the Hazardous Materials Assessment Report Northeast Fairfield Station Area (2009) that were recommended for additional Phase I and Phase II testing. Lead-based paint, asbestos, and PCBs could be present in on-site buildings proposed for demolition and transformers because of their age. In addition, existing on-site septic systems would need to be abandoned following the guidance of a geotechnical engineer, and water wells would need to be properly abandoned before initiation of any construction or grading activities. As discussed above in Section 4.8.1, “Exiting Conditions,” there are at least three exploratory gas wells located within the Specific Plan Area. All of these conditions could result in human health hazards if not closed or removed properly.

SECTION 4.8 “HAZARDS AND HAZARDOUS MATERIALS”

Page 4.8-31, Mitigation Measure 4.8-2b.

Mitigation Measure 4.8-2b, item “1 g,” has been revised as shown below.

- f) The project applicant shall retain a California-Occupational Safety and Health Act (Cal-OSHA)-certified Asbestos Consultant and Lead Based Paint Inspector/Assessor before demolition of any on-site buildings to investigate whether any asbestos-containing materials or lead-based paints are

present. If any materials containing asbestos or lead are found, they shall be removed by an accredited contractor in accordance with CCR 17 Section 36000 and 36100 (lead based paint) and Section 39658(b)(1) of the Health and Safety Code (asbestos)...

Mitigation Measure 4.8-2b has been revised as shown below under the heading “Enforcement.”

Enforcement: City of Fairfield will document applicants’ compliance with Solano County Environmental Health Division; DOGGR; and other regulatory agencies, such as DTSC, CDE, or RWQCB, recommendations and requirements, as warranted.

SECTION 4.8 “HAZARDS AND HAZARDOUS MATERIALS”

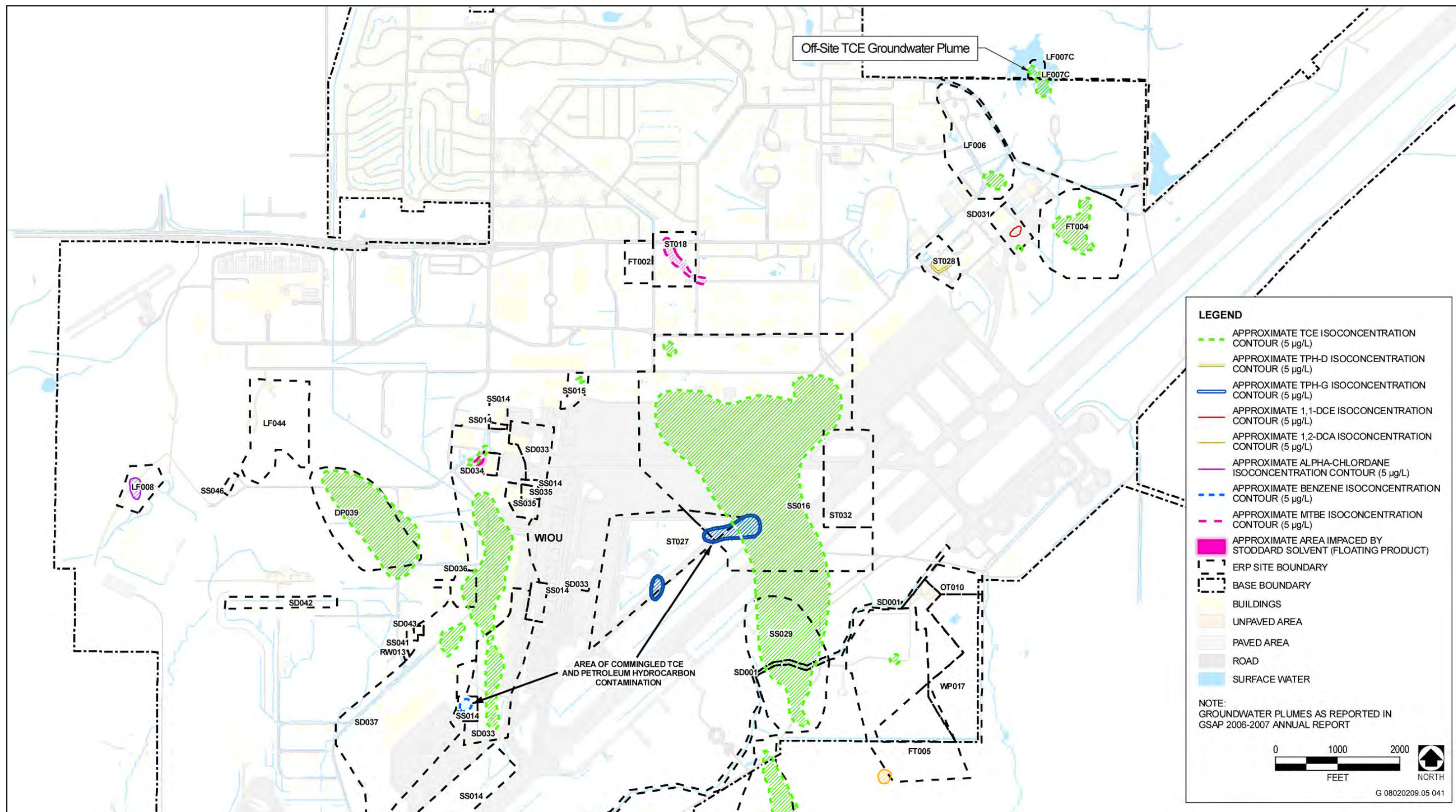
Page 4.8-32, Impact 4.8-3.

The discussion of Impact 4.8-3 has been revised as shown below:

**IMPACT
4.8-3**

Public Health Hazards from Exposure of Individuals to Known Hazardous Materials Sites Pursuant to Government Code Section 65962.5. Travis AFB is listed on the Cortese List as a known hazardous materials sites. Implementation of the Specific Plan would not expose people living and working in the Specific Plan Area because domestic water would be obtained from surface sources, and construction workers would not be exposed to an environmental or health hazard because groundwater would not be encountered during earthmoving operations in the vicinity of the Travis AFB plume. Implementation of the Specific Plan would have ~~The impact is considered less than significant~~ no impact.

~~A poorly defined solvent TCE plume in the groundwater extends approximately 120 feet north from Travis AFB approximately 0.75 mile from the Specific Plan Area. The depth to groundwater within the Specific Plan Area ranges from 10 to 20 below ground surface (bgs). The plume is poorly defined, but EPA believes that the plume extends up to 500 feet north of Travis AFB (ENGEO August 2009:13).~~



Overhead Powerlines

Exhibit 4.8-23

Fairfield General Plan Policy HS 7.7 states that no projects shall be approved where there is substantial evidence of existing contamination that would pose an unacceptable risk to the health of future occupants of the project. The ~~solvent-TCE~~ plume would not expose people living and working in the Specific Plan Area because water would be obtained from surface water sources. Groundwater is not used for domestic or irrigation purposes in Fairfield and is not considered a viable source for domestic water due to tidal inflows that impact water quality. Groundwater in the area is brackish and unsuitable for use without prohibitively expensive treatment (City of Fairfield 2006:5–6).

Ground-disturbing activities, such as grading and trenching, can encounter groundwater in locations where the water table is high. A vernal pool conservation area and a habitat mitigation banking area are the land uses proposed in the vicinity of the plume. Groundwater underlies the clay hardpan. No ground disturbing activities would occur to a depth that would fracture the hardpan in the vernal pool conservation or mitigation banking areas because that would destroy the hydrology needed for the vernal pools. Therefore, groundwater would not be encountered in the vernal pool conservation and mitigation banking areas. Because the Specific Plan Area will not use groundwater for domestic or irrigation and construction workers would not encounter groundwater in the location of the contaminated plume, people would not be exposed to an unacceptable health risk. Implementation of the Specific Plan would have and the impact is considered a less-than-significant impact.

SECTION 4.8 “HAZARDS AND HAZARDOUS MATERIALS”

Page 4.8-34, Mitigation Measure for Impact 4.8-5.

Mitigation Measure 4.8-5 has been added.

Mitigation Measures

~~No mitigation is required.~~

Neither the Specific Plan nor the EIR propose the creation of wetlands. In the case that the approach to wetlands mitigation, as currently contemplated in the Specific Plan and EIR change, and wetland could be created within 10,000 feet of a runway at Travis Air Force Base, the City will require the following mitigation measure.

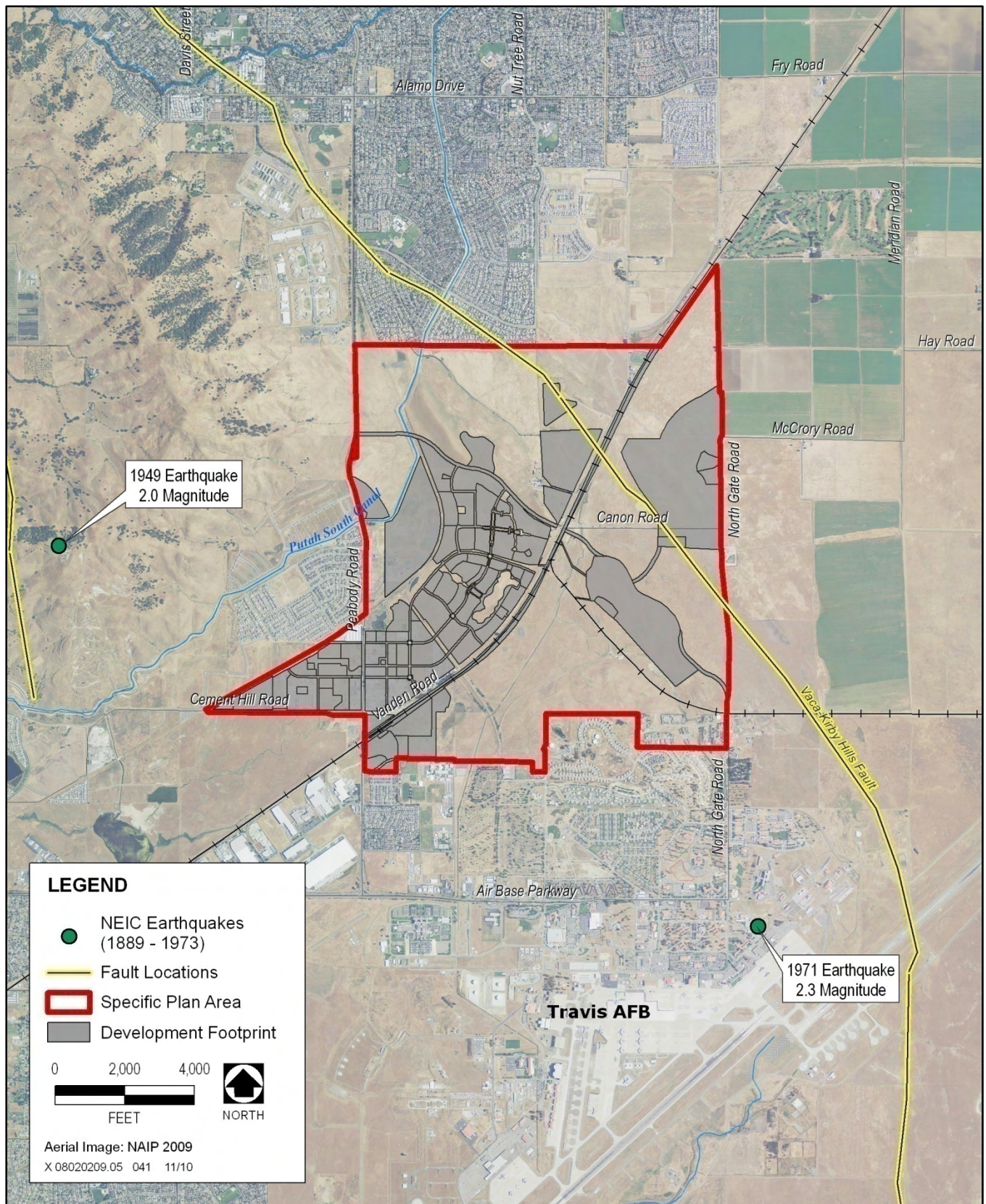
Mitigation Measure: 4.8-5: Consult with Travis Air Force Base.

- 1) Project applicant(s) of project phases that propose creation of wetlands within 10,000 feet of a runway at Travis Air Force Base shall consult with representatives of Travis Air Force Base and incorporate conditions, as necessary, to avoid substantial increase in the potential for bird-strike incidents.

Implementation: Project applicant(s) of project phases that propose creation of wetlands within 10,000 feet of a runway at Travis Air Force Base.

Timing: Before approval of tentative maps, conditional use permits, improvements plans, or area plans where the plans for which project applicant(s) propose creation of wetlands within 10,000 feet of a runway at Travis Air Force Base to mitigate impacts.

Monitoring: City of Fairfield.



Source: P&D GIS

Geologic Hazards

Exhibit 4.8-2

SECTION 4.8 “HAZARDS AND HAZARDOUS MATERIALS”

Page 4.8-35, Mitigation Measure for Impact 4.8-6.

Mitigation Measure 4.8-6 has been revised as indicated below.

- v) storm water management (consistent with the storm water management plan);~~and,~~
- 1) long-term maintenance of the lake and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner’s association, community facilities district, landscaping and lighting district, or similar mechanism).
- 2) To reduce the potential for mosquitoes to reproduce in the lake and detention basins, the project applicant(s) shall coordinate with the SCMAD to identify and implement BMPs based on their potential effectiveness for project site conditions. Potential BMPs that the project applicant(s) implement shall include, but are not limited to, the following practices:

SECTION 4.9, “HYDROLOGY AND WATER QUALITY”

Page 4.9-4– Exhibit 4.9-2 has been revised and inserted.

SECTION 4.9, “HYDROLOGY AND WATER QUALITY”

Page 4.9-8, paragraph under heading “U.S. Bureau of Reclamation” is revised as shown below:

Reclamation is part of the U.S. Department of the Interior and is responsible for development and conservation of most water resources in the western United States. Reclamation’s original purpose was to provide for the reclamation of arid and semiarid lands in the West. The agency’s current mission covers a wider range of interrelated functions, including providing municipal and industrial water supplies through the CVP; generating hydroelectric power; providing irrigation water for agriculture; improving water quality, flood control, and river navigation; providing river regulation and control and fish and wildlife enhancement; offering water-based recreation opportunities; and conducting research on a variety of water-related topics. Reclamation owns the Solano Project facilities, including the Putah South Canal, a portion of which passes through the Specific Plan Area as shown on Exhibit 4.9-2. The Solano Project, operated under a cooperative agreement by the Solano County Water Agency ~~and Solano Irrigation District~~, provides water for irrigation and domestic supplies for the cities of Vacaville, Suisun City, Vallejo, and Fairfield.

SECTION 4.9, “HYDROLOGY AND WATER QUALITY”

Page 4.9-17, Mitigation Measure 4.9-1.

Mitigation Measure 4.9-1 has been revised as shown below:

- 1) Before the approval of grading permits and improvement plans, project applicants within the Specific Plan Area shall consult with the City of Fairfield, the San Francisco Bay RWQCB, and the Central Valley RWQCB to acquire the appropriate regulatory approvals that may be necessary to obtain a SWRCB statewide NPDES stormwater permit for general construction activity, and any other necessary site-specific Waste Discharge Requirements (WDRs) or waivers under the Porter-Cologne Act. The project applicant shall either obtain an individual permit or apply for coverage under the statewide general permit.

- 2) The project applicant shall prepare and submit the appropriate Notice of Intent (NOIs) and prepare the SWPPP and any other necessary engineering plans and specifications for pollution prevention and control and to minimize and control runoff and erosion...

SECTION 4.9, "HYDROLOGY AND WATER QUALITY"

Page 4.9-22 is revised as follows:

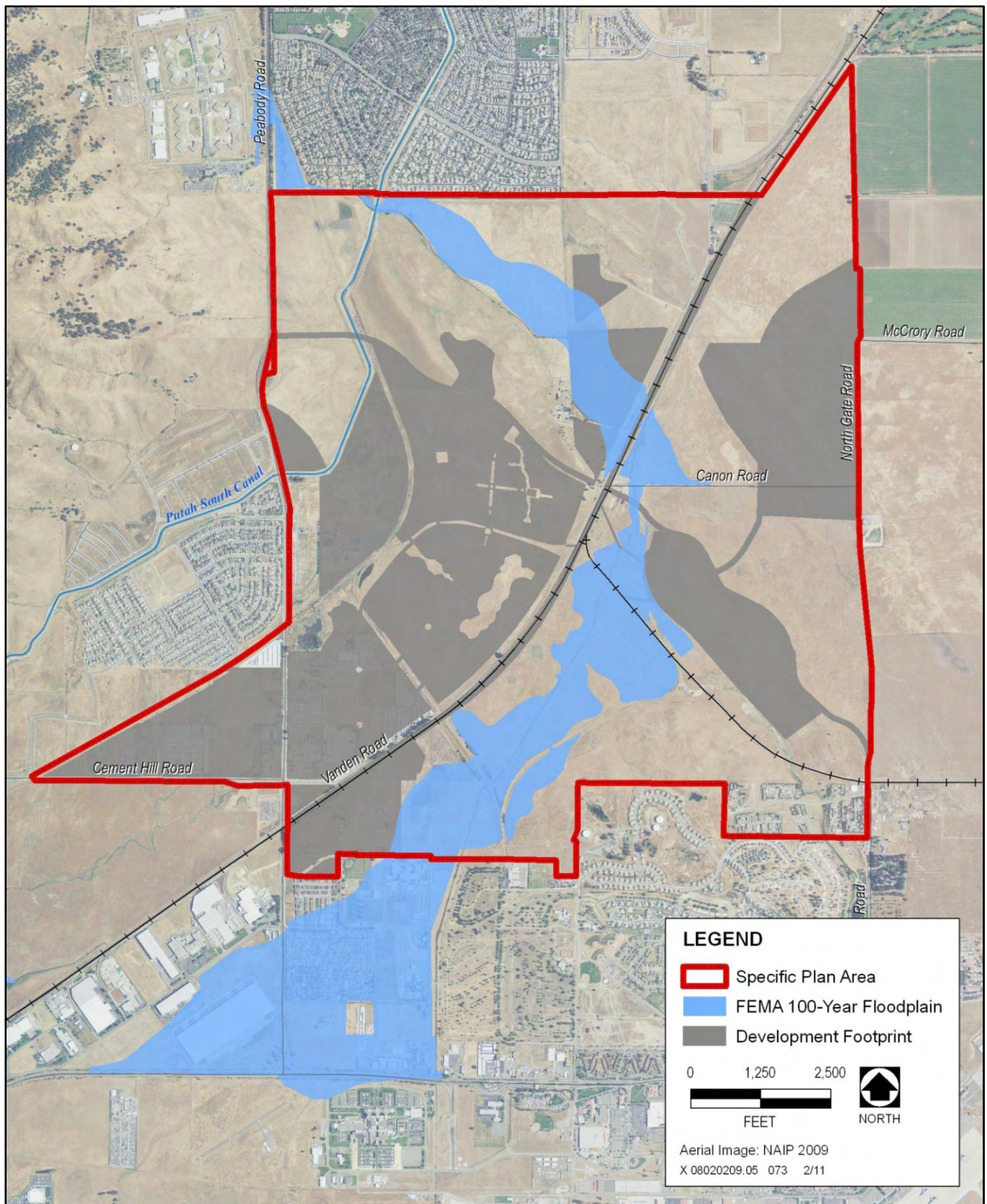
Mitigation Measure 4.9-2 has been revised as noted:

- 3) The final drainage plan shall demonstrate to the satisfaction of the City of Fairfield and FSSD that 100-year flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the project site would not increase as a result of the Specific Plan. The final drainage plan shall demonstrate that stormwater facilities would appropriately convey off-site runoff and would appropriately contain project-related runoff so as not to adversely affect McCoy Basin operations.

Implementation: Project applicant(s) and contractor(s).

Timing: Before the approval of grading plans and final maps.

Enforcement: City of Fairfield and Fairfield-Suisun Sewer District.



Source: FEMA 1996, CBG 2009

FEMA Floodplains

Exhibit 4.9-2

SECTION 4.10 “LAND USE”

Page 4.10-33, is revised with an updated version of Exhibit 4.10-11.

The comment letter from Frederick M. Etzel of Henn, Etzel & Moore, Inc. on behalf of the Jones family, dated January 30, 2011, indicates that exhibits need to be revised to be consistent with the current draft Specific Plan Land Use Plan. The City has revised the referenced exhibits. Exhibit 4.10-11 is included here.

SECTION 4.11 “NOISE”

Page 4.4-47, is revised as follows:

Language has been added to Mitigation Measure 4.11-5b to specify implementation, timing and enforcement:

Implementation: Project applicant(s) and primary contractor(s) of projects that propose residential uses.

Timing: Prior to final site design and construction, and prior to issuance of occupancy permit.

Enforcement: City of Fairfield.

SECTION 4.13 “PUBLIC SERVICES AND RECREATION”

Page 4.13-3, is revised as follows:

~~The Travis Unified School District’s adopted City’s General Plan identifies standards characteristics of for new school facilities are provided in (Table 4.13-2).~~ The Travis Unified School District has indicated that it uses California Department of Education (CDE) guidelines and criteria for siting new schools. Refer to the Regulatory Framework under the heading “School Site Selection” for more information. CDE’s rule-of-thumb approach suggests 10 acres and 500 students for elementary schools, 25 acres and 1,000 students for middle schools, and 35-40 acres and 2,000 students for high schools.

SECTION 4.13 “PUBLIC SERVICES AND RECREATION”

Page 4.13-19 and 20, is revised as follows:

Mitigation Measure 4.13-1, item “4,” has been revised as shown below:

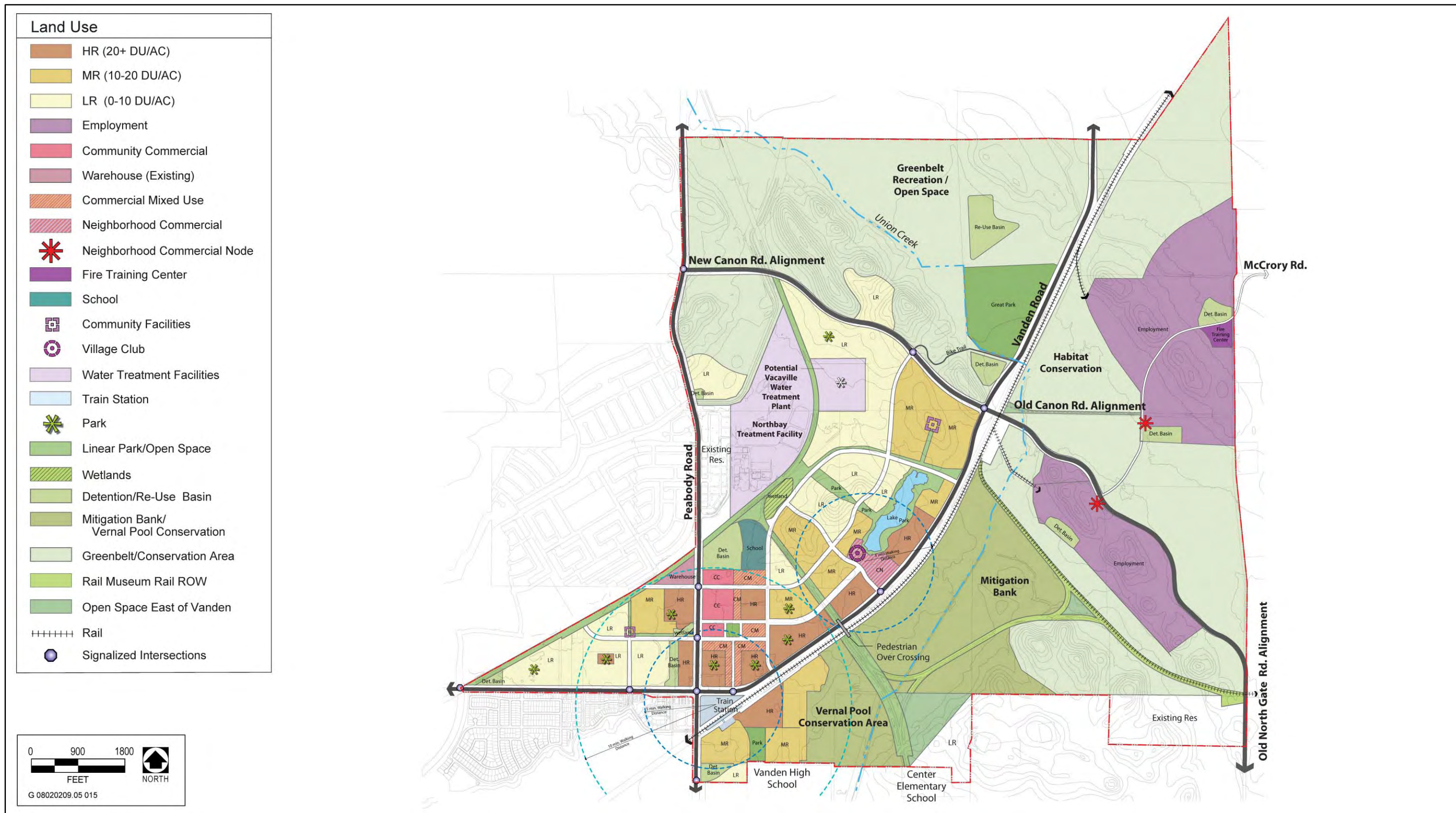
- 4) The City shall direct site-specific environmental analysis and shall locate, design, construct, and operate ~~any~~ the new fire station, as required, to mitigate impacts related to short- and long-term biological resource impacts, and shall ensure that the new fire station is subject to all applicable mitigation measures identified in this EIR...

Language has been added to Mitigation Measure 4.13-1 to clarify implementation, timing, and enforcement:

Implementation: City of Fairfield ~~planning staff~~.

Timing: Contribute fair-share funding prior to issuance of building permit. Concurrent with City approval of the initial subdivision map within the Specific Plan Area, the City shall identify a site for the relocation of Station 39. Conduct environmental review bBefore acquisition of the site by the City. Apply relevant City standards and mitigation during construction and operation.

Enforcement: City of Fairfield Fire Department.



Source: Fehr & Peers 2010

Proposed Land Use Plan

Exhibit 4.10-11

SECTION 4.13 “PUBLIC SERVICES AND RECREATION”

Page 4.13-20 and 21, is revised as follows:

Mitigation Measure 4.13-2 has been revised as shown below:

- 2) The City shall direct site-specific environmental analysis and shall locate, design, construct, and operate any new police protection facilities, as required, to mitigate impacts related to short- and long-term air quality, greenhouse gas, and climate change impacts, and shall ensure that the new ~~fire station~~ police facility is subject to all applicable mitigation measures identified in this EIR. The City will consider mitigation recommendations of, and communicate with the Bay Area Air Quality Management District, as appropriate in analyzing and mitigating impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City’s General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts, as defined under CEQA.
- 3) The City shall direct site-specific environmental analysis and shall locate, design, construct, and operate any new police protection facilities, as required, to mitigate impacts related to short- and long-term biological resource impacts, and shall ensure that the new ~~fire station~~ police facility is subject to all applicable mitigation measures identified in this EIR. The City will consider mitigation recommendations of, and communicate with the Fish & Wildlife Service and California Department of Fish and Game, as appropriate, in analyzing and mitigating impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City’s General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA.
- 4) The City shall direct site-specific environmental analysis and shall locate, design, construct, and operate any new police protection facilities, as required, to mitigate impacts related to short- and long-term cultural resource impacts, and shall ensure that the new ~~fire station~~ police facility is subject to all applicable mitigation measures identified in this EIR...

Timing: Contribute fair-share funding prior to issuance of building permit. Concurrent with City approval of the initial subdivision map within the Specific Plan Area, the City shall identify the strategy for providing additional police protection facilities in the vicinity of the Specific Plan Area. Environmental review shall occur prior to site acquisition. Apply relevant City standards and mitigation during construction and operation. Throughout Specific Plan buildout.

SECTION 4.13 “PUBLIC SERVICES AND RECREATION”

Page 4.13-24, is revised as shown below:

~~In the City’s EIR for the Villages at Fairfield (published in 2005), estimates of student generation are presented, based on the Travis Unified School District “School Facilities Needs Analysis Report’s school generation projection formula” (page 5-21 of the Villages at Fairfield EIR). This EIR reported an estimated student generation of 382 elementary, 83 middle, and 135 high school students from Villages III and IV. Villages III and IV proposed a total of 1,226 dwelling units. This equates to 0.312 elementary, 0.068 middle, and 0.110 high school students per dwelling unit. If this same ratio were applied to the Specific Plan, the Specific Plan would generate roughly 2,119 elementary, 460 middle, and 749 high school students. According to the Travis Unified School District, the student generation rates under the “medium yield scenario” are representative of the District’s current student generation rates. Using these generation rates, full buildout of the Specific Plan could generate as many as 1,549 elementary students,~~

414 middle school students, and 677 high school students. This yield is a general estimate. Actual student generation will be different for different housing types and will vary according to demographic and other influences outside the control of the City.

SECTION 4.13 “PUBLIC SERVICES AND RECREATION”

Page 4.13-24, added footnote.

² Blair E. Aas, Senior Planning Consultant, SCI Consulting Group. Letter to Dave Feinstein, City of Fairfield. February 8th, 2011.

SECTION 4.13 “PUBLIC SERVICES AND RECREATION”

Page 4.13-24

A sentence has been added just before Mitigation Measure 4.13-3 as shown below.

The California State Legislature has declared the school impact fee to be full and adequate mitigation under CEQA. Payment of school impact fees would result in a less-than-significant impact on school services and facilities as defined by CEQA. However, the City wishes to ensure that the School District has all the information needed to effectively plan for new school facilities and has included mitigation to assist with this effort.

Mitigation Measure 4.13-3 has been added:

Mitigation Measure 4.13-3. School Facilities Planning.

- 1) The City shall continue to work cooperatively with the Travis Unified School District to identify land for elementary schools in appropriate locations in the City's northeast area. In particular, the City will continue to provide updated information, as requested, regarding cumulative development plans and active or proposed development applications. The City will also provide the School District with proposed plans for residential development when submitted to the City by private developers.
- 2) Following the completion of all necessary CEQA review and documentation by the School District and the subsequent acquisition of land for a new school, the City will promptly process an application by the District to amend the General Plan Land Use Diagram to identify the acquired property with a Public Facility land use designation, in accordance with the requirements of law. The City may bundle the amendment with other amendments pending during the calendar year due to the limitation on the number of amendments that are permitted under state law in a calendar year.
- 3) If additional land for schools is acquired within the boundary of the Specific Plan, following the completion of all necessary CEQA review and documentation by the School District, the City will promptly process an application by the School District to amend the Specific Plan Land Use exhibit and other pertinent information in the Specific Plan to reflect the planned school, in accordance with the requirements of law.
- 4) If land for a school site is within the Specific Plan boundary, or otherwise within one half mile of the Fairfield-Vacaville Train Station, the City will strongly encourage the District to consider school site designs that are more land efficient than a single-story plan. In particular, multiple story buildings or joint-use facilities, where feasible, would be encouraged to reflect the higher-density, transit-oriented, pedestrian-friendly character of the Specific Plan and its surroundings.

Implementation: City of Fairfield.

Timing: Throughout Specific Plan buildout.

Enforcement: City of Fairfield.

SECTION 4.13 “PUBLIC SERVICES AND RECREATION”

Page 4.13-25, Mitigation Measure 4.13-4.

Mitigation Measure 4.13-4 has been revised as shown below.

Timing: Contribute fair-share funding prior to issuance of building permit. Phasing for service availability shall occur tThroughout Specific Plan buildout.

SECTION 4.13 “PUBLIC SERVICES AND RECREATION”

Page 4.13-27, Mitigation Measure 4.13-6.

Mitigation Measure 4.13-6 has been revised as shown below.

Timing: Contribute fair-share funding prior to issuance of building permit. Phasing for service availability shall occur tThroughout Specific Plan buildout.

SECTION 4.14, “TRANSPORTATION”

Page 4.14-4 is revised as follows:

A note has been added to Table 4.14-1:

Note: The volumes reported are those available at the time the Transportation Setting was prepared. Later 2009 counts from Caltrans indicate that peak hour volumes have increased between 5 and 30 percent, while ADTs have decreased by about 5 percent in Fairfield, and increased by up to 20 percent in Vacaville.

SECTION 4.14, “TRANSPORTATION”

Page 4.14-6 Paragraphs 1 through 3 have been revised as follows:

Vanden Road (Fairfield/Solano County/Vacaville) is a four-lane roadway beginning at Peabody Road in Fairfield and extending northeast to Marshall Road in Vacaville. The speed limit on Vanden Road ~~is 55~~ varies from 45 to 50 mph. Vanden Road forms a portion of the planned Jepson Parkway.

Walters Road (Suisun City/Solano County/Fairfield) is a north-south four-lane road that connects Rio Vista Road (SR 12) in Suisun City to Air Base Parkway in Fairfield. Walters Road has a posted speed limit of 45 mph, and paved shoulders and sidewalks are provided along most of its length. Walters Road forms a portion of the planned Jepson Parkway. Between East Tabor Avenue and SR 12, Walters Road is a four-lane parkway with bike lanes.

Study Intersections

Intersections usually form the critical components of the roadway system because of delay introduced by traffic signals, stop signs, or other control devices. The traffic impact evaluation focuses on the operations

of key intersections that would serve substantial traffic from the Specific Plan in the cities of Fairfield, Vacaville and Suisun City, as well as in unincorporated Solano County. Study intersections were selected based on the expected Specific Plan trip distribution, the relative importance of the roadways within the regional roadway network (i.e. volumes served, connections to other major roadways, etc.), and the likelihood of impacts, based on the project volumes expected to use the intersection.

SECTION 4.14, “TRANSPORTATION”

Page 4.14-21 is revised as follows:

In Table 4.14-4, under 13, Jurisdiction has been changed from Fairfield to Solano County. LOS has been changed from D to C.

SECTION 4.14, “TRANSPORTATION”

Pages 4.14-31 and 32, sections under the headings “Regional Passenger Rail Service” and “Park and Ride Facilities” have been revised as follows:

Intercity passenger rail service is provided by the Amtrak Capitol Corridor line via the Suisun City/Fairfield Train Station. The Capitol Corridor route provides 16 daily weekday and 11 weekend round trips serving eight stations from Sacramento to Oakland. Seven weekday and weekend round trips extend to San Jose. One weekday and weekend round trip extends east to Auburn. Amtrak reports 171,381 boardings and alightings at the Suisun-Fairfield Station in FY 2010. The nearest station to the north of the Specific Plan is Davis, at which there were 409,611 boardings and alightings in FY 2010.

The new Fairfield-Vacaville Train Station is scheduled to begin construction in late 2011, and will include a grade-separated crossing of Peabody Road over the railroad tracks. This station will provide a new stop for the Capitol Corridor route, ~~serving~~ serves northern Fairfield and Vacaville commuters. This station is within the Specific Plan Area, but was approved under a separate environmental review process.

PARK AND RIDE FACILITIES

Park-and-ride lots near major travel corridors facilitate accessibility to transit usage and encourage carpooling. There are 16 formal park-and-ride locations in Solano County. The following five park-and-ride lots are in proximity to the Specific Plan study area:

- ▶ Fairfield Transportation Center–640 parking spaces,
- ▶ Leisure Town Road and Interstate 80–46 parking spaces,
- ▶ Bella Vista Road and Interstate 80–201 parking spaces,
- ▶ Suisun City at Main Street and SR 12 – 265 parking spaces, and
- ▶ Davis Street and Interstate 80–250 parking spaces.

SECTION 4.14, “TRANSPORTATION”

Pages 4.14-45, under the heading “4.14.2 Regulatory Setting” has been revised as follows:

The City of Fairfield transportation objectives and policies that are applicable to the Specific Plan are summarized below. The relevant transportation policies of the City of Vacaville, City of Suisun City, and Solano County are also summarized. Following those jurisdictions’ policies, relevant information from the Solano Countywide Transportation Plan and the Solano County Congestion Management ~~Plan~~ Program is summarized.

SECTION 4.14, “TRANSPORTATION”

Pages 4.14-45, the heading “Solano County Congestion Management Plan” has been revised to “Solano County Congestion Management Program” and the following revision under this heading was made:

The first Congestion Management Program (CMP) for Solano County was adopted in October 1991 and has been updated every two years since then. The most recently published update is the ~~2009~~ 2010 CMP. The CMP is administered by the Solano Transportation Authority (STA).

SECTION 4.14, “TRANSPORTATION”

Page 4.14-69 is revised as described below:

In Table 4.14-7, under 13, Jurisdiction has been changed from Fairfield to Solano County. LOS Standard has been changed from D to C. Several entries under Existing Plus Project Delay and LOS have been changed from boldface to regular typeface to indicate that there are no significant impacts. On page 4.14-73 in the same table, similar changes to the boldface and regular typeface have been made. On page 4.14-75 of the same table, under 47, the Existing Control for Manuel Campos Parkway/I-80 EB Ramps has been changed from N/A to signalized.

SECTION 4.14, “TRANSPORTATION”

Page 4.14-101 is revised as described below:

In Table 4.14-10, under 13, Jurisdiction has been changed from Fairfield to Solano County (and Vacaville in the future). LOS Standard has been changed from D to C. The 2030 No Project LOS has been changed from regular to boldface type to indicate potentially significant impacts. This does not change the text of the report.

SECTION 4.14, “TRANSPORTATION”

Page 4.14-122 is revised as described below.

For Mitigation Measure 4.14-2, implementation, timing, and enforcement are added:

Implementation: Project applicant(s) and City of Fairfield.

Timing: New development within the Specific Plan area shall be required to pay those fee(s) in effect at the time of development prior to the issuance of a building permit.

Enforcement: City of Fairfield.

SECTION 4.14, “TRANSPORTATION”

Page 4.14-123 is revised as described below.

For Mitigation Measure 4.14-3, implementation, timing, and enforcement are added:

Implementation: Project applicant(s).

Timing: New development within the Specific Plan area shall be required to pay those fee(s) in effect at the time of development prior to the issuance of a building permit. Contribute fair-share funding to the extension of any applicable bus route

that is planned by FAST to provide service to the train station area and Employment designated areas prior to issuance of building permit for projects located in Planning Areas 2, 3, 5, 6, or 7, as defined in Exhibit 3-12 of the EIR.

Enforcement: City of Fairfield.

SECTION 4.14, “TRANSPORTATION”

Page 4.14-128 is revised as described below.

For Mitigation Measure 4.14-8, the word “widen” is deleted from item “b,” and implementation, timing, and enforcement are added:

Implementation: Project applicant(s), City of Fairfield, and Solano Transportation Authority.

Timing: Fee(s) shall be adopted by City prior to the approval of any Area Plan or tentative subdivision map pursuant to the Specific Plan. New development within the Specific Plan area shall be required to pay those fee(s) in effect at the time of development. Road Improvement Phasing Plan shall correlate the timing of required construction of road improvements with the level of new development within the Specific Plan such that the Level of Service policies of the City are maintained throughout buildout of the Specific Plan.

Enforcement: City of Fairfield.

SECTION 4.15, “UTILITIES AND ENERGY”

Page 4.15-2, in the first paragraph under the heading “The Solano Project” is revised as shown below.

The Solano Project is ~~operated~~ owned by the U.S. Bureau of Reclamation (USBR). SCWA is responsible for management of the Solano Project on behalf of the USBR. The first Solano Project water was delivered in 1959. Facilities of the Solano Project include Monticello Dam, Putah Diversion Dam, and the Putah South Canal.

SECTION 4.15 “UTILITIES AND ENERGY”

Page 3-4.15-7, minor revisions were made to Exhibit 4.15-1.

SECTION 4.15, “UTILITIES AND ENERGY”

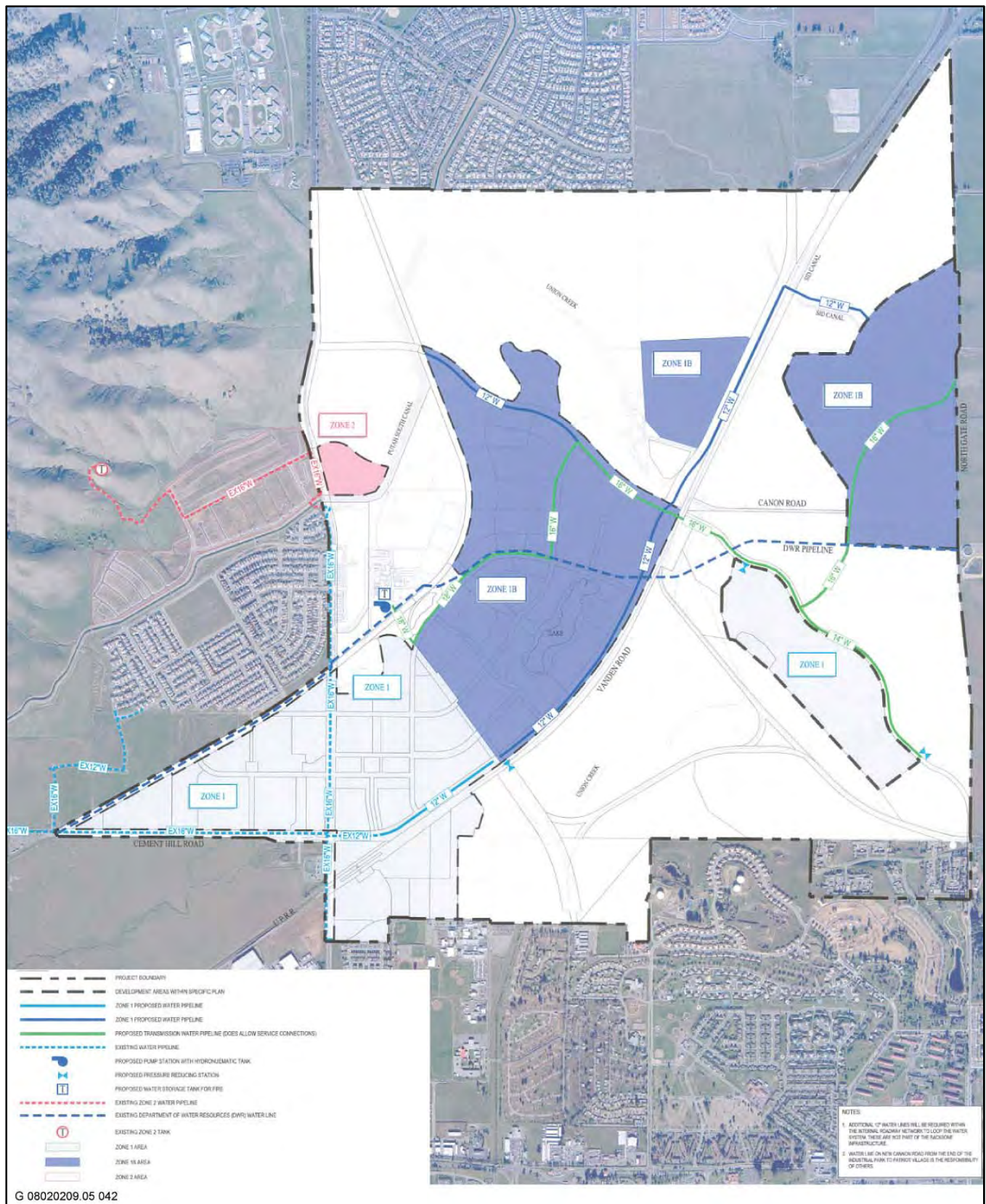
Page 4.15-21 is revised as described below.

Under Mitigation Measures 4.15-2a and b, implementation, timing, and enforcement are added:

Mitigation Measure 4.15-2a: Require Construction of Infrastructure Prior to Occupancy.

- 1) Water infrastructure shall be designed consistent with all applicable City standards. Specific Plan development shall be phased such that all required infrastructure is in place prior to occupancy. New development under the Specific Plan shall provide water infrastructure consistent with utility plans, which shall depict the locations and appropriate sizes of all required conveyance infrastructure.

Implementation: Project applicant(s) and contractor(s).



Timing: Prior to approval of tentative map and/or conditional use permit for projects proposed under the Specific Plan.

Enforcement: City of Fairfield.

Mitigation Measure 4.15-2b: Require Developer to Provide Funding for Infrastructure.

- 1) Development under the Specific Plan shall construct and/or contribute on a fair-share basis to the construction of all water conveyance infrastructure needed to serve subject development. Fair share funding shall be provided for the expansion and/or improvement of existing water treatment and conveyance facilities as needed to accommodate the increase in demand for water supplies resulting from development of the proposed Specific Plan.

Implementation: Project applicant(s) and contractor(s).

Timing: Prior to approval of tentative map and/or conditional use permit for projects proposed under the Specific Plan.

Enforcement: City of Fairfield.

SECTION 4.15, “UTILITIES AND ENERGY”

Page 4.15-24 and 25 is revised as described below.

Under Mitigation Measures 4.15-3d, the following changes have been made.

- 1) A Financial Plan shall be prepared and adopted by the City as part of or concurrently with the Specific Plan. The Financial Plan will address the financing of Backbone Infrastructure construction and ongoing Municipal Services which are needed to serve new development within the Specific Plan Area.
- 3) The Financial Plan shall require that sufficient backbone infrastructure shall be phased in coordination with buildout of the Specific Plan so that the City may provide services and facilities for residents and businesses within the Specific Plan Area that meet or exceed adopted standards and policies.

SECTION 4.15, “UTILITIES AND ENERGY”

Page 4.15-25 is revised as described below.

The summary of impact 4.15-4 has been revised to identify “potentially significant” instead of “less-than-significant impacts:

IMPACT 4.15-4	Increased Generation of Solid Waste and Compliance with Solid Waste Regulations. <i>Implementation of the proposed Specific Plan would result in an increase in the amount of solid waste generated within the Specific Plan Area and increase the demand for landfill capacity. This impact is less than <u>potentially</u> significant.</i>
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SECTION 4.15, “UTILITIES AND ENERGY”

Page 4.15-30 is revised as described below.

Under Mitigation Measure 4.15-6, implementation, timing, and enforcement are added:

Mitigation Measure 4.15-6: Coordination with Utility Providers to Create Utility Service Plans for Electrical, Natural Gas, and Telecommunications Services.

- 1) Applicants of projects in the Specific Plan Area and the City shall continue the ongoing coordination process with the applicable utilities providers (PG&E, AT&T, Comcast, etc.).
- 2) The Specific Plan applicant shall create, in cooperation with the utility provider(s) a plan. The plan will include the projected demands for that utility, as well as appropriate infrastructure sizing and locations to serve Specific Plan Area development.
- 3) The utility provider shall provide feedback on the need for new or expanded infrastructure, as well as verify their ability to provide service and develop needed infrastructure prior to construction activities.

Implementation: Project applicant(s) and contractor(s).

Timing: Throughout construction and operation of projects accommodated under the Specific Plan.

Enforcement: City of Fairfield.

SECTION 6.0, “OTHER CEQA CONSIDERATIONS”

Page 6-16 in the first paragraph under the heading “Population, Employment, and Housing” is revised as follows:

However, the direct and indirect effects, such as housing and infrastructure needs that are related to population growth, can lead to physical environmental effects, the impacts of which are considered throughout Chapter 4 of this EIR.

SECTION 6.0, “OTHER CEQA CONSIDERATIONS”

Page 6-17 in the paragraph under the heading “Utilities and Energy” is revised as follows:

As indicated in Section 4.15, “Utilities and Energy,” the necessary public utilities would be provided to the Specific Plan Area by...

SECTION 6.0, “OTHER CEQA CONSIDERATIONS”

Page 6-18 in the paragraph under the heading “Wastewater” is revised as follows:

As discussed in Section 4.15, “Utilities and Energy,” the Fairfield-Suisun Sewer District (FSSD) recently completed expansion designed...

SECTION 7.0, “REFERENCES”

Page 7-11 the definition has been added:

EPA. See United States Environmental Protection Agency.

SECTION 7.0, “REFERENCES”

Page 7-11 the citation information has been added:

United States Environmental Protection Agency. 2008 (September). Travis Air Force Base Second Five-Year Scoping Report. San Francisco, CA.

SECTION 7.0, “REFERENCES”

Page 7-19 the citation information has been added:

City of Vacaville. 2005 (December). 2005 Urban Water Management Plan. Available:
<http://www.scwa2.com/Documents/UWMP/Vacaville%202005%20UWMP.pdf>

APPENDIX A

Mitigation Monitoring and Reporting Program

MITIGATION MONITORING AND REPORTING PROGRAM

CEQA REQUIREMENT

Where a CEQA document has identified significant environmental effects, Public Resources Code Section 21081.6 requires adoption of a “reporting or monitoring program for the changes to the project which it has adopted or made a condition of a project approval to mitigate or avoid significant effects on the environment.”

This Environmental Mitigation Monitoring and Reporting Program (MMRP) has been prepared to provide for the monitoring of mitigation measures required of the Fairfield Train Station Specific Plan (the project), as set forth in the Final Environmental Impact Report (FEIR).

The City of Fairfield (City) is the Lead Agency that must adopt the MMRP for development and operation of the project. This report will be kept on file with the City of Fairfield Community Development Department, 1000 Webster Street, Fairfield, CA 94533.

The CEQA Statutes and Guidelines provide direction for clarifying and managing the complex relationships between a Lead Agency and other agencies with implementing and monitoring mitigation measures. In accordance with CEQA Guidelines Section 15097(d), “each agency has the discretion to choose its own approach to monitoring or reporting; and each agency has its own special expertise.” This discretion will be exercised by implementing agencies at the time they undertake any of portion of the project, as identified in the EIR.

PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

The intent of the MMRP is to ensure the effective implementation and enforcement of adopted mitigation measures. The MMRP is intended to be used by City staff and others responsible for project implementation. The MMRP will provide for monitoring of construction activities as necessary and in-the-field identification and resolution of environmental concerns.

This document identifies the individual mitigation measures, timing, responsible person/agency for implementing the measure, monitoring and reporting procedure, and space to confirm implementation of the mitigation measures.

ROLES AND RESPONSIBILITIES

Monitoring and documenting the implementation of mitigation measures will be coordinated by the City of Fairfield. Applicants of projects proposed under the Specific Plan will be responsible for fully understanding and effectively implementing the mitigation measures contained within the MMRP.

The table attached to this report identifies the mitigation measure, the responsible agency for the monitoring action, and timing of the monitoring action. The City would be responsible for overall administration of the MMRP and for verifying that City staff members and/or the construction contractor has completed the necessary actions for each measure.

CHANGES TO MITIGATION MEASURES

Any substantive change in the MMRP shall be reported in writing. Modifications to the mitigation measures may be made by the City subject to one of the following findings, documented by evidence included in the public record:

- ▶ The mitigation measure included in the FEIR and the MMRP is no longer required because the significant environmental impact identified in the FEIR has been found not to exist, or to occur at a level which makes the impact less than significant as a result of changes in the project, changes in environment conditions, or other factors.

OR,

- ▶ The modified or substitute mitigation measure provides a level of environmental protection equal to, or greater than that afforded by the mitigation measure included in the FEIR and the MMRP; and,
- ▶ The modified or substitute mitigation measure or measures do not have significant adverse effects on the environment in addition to, or greater than those which were considered by the responsible hearing bodies in their decisions on the FEIR and the proposed project; and,
- ▶ The modified or substitute mitigation measures are feasible, and the City, through measures included in the MMRP or other City procedures, can ensure implementation.

SUPPORT DOCUMENTATION

Findings and related documentation supporting the findings involving modifications to mitigation measures shall be maintained in the project file with this MMRP and shall be made available to the public upon request.

Table 1 Summary of Mitigation Measures, Responsible Parties, and Timing				
Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
Aesthetics				
4.1-3: Enforce Design Guidelines for Projects within the Specific Plan Area The City will require in Specific Plan policy, and will review and condition development accommodated under the Specific Plan to be consistent with the following performance standards: 1. Grading shall be integrated with adjacent areas and designed to create a natural topographical appearance and avoid abrupt changes in slope, to the greatest extent feasible. 2. Slopes created by cut and fill shall be vegetated with low mounding shrubs or native grasses to soften the appearance of these slopes and visually blend with the existing natural vegetative environment. 3. Landscape materials should consist of drought tolerant resistant plant varieties complementary to the natural environment of the Specific Plan Area. 4. To the extent feasible, incorporate into new development views of rolling hills, prominent ridges and mountains, including the Cement Hill Range; marshes; agricultural areas; and other vistas surrounding Fairfield. 5. New structures shall use a variety of complementary colors, textures, forms, styles, structures, and/or materials. 6. Large projects, as defined by the City, should consider the use of water features, sculptures, or other elements to help define the entrances. 7. Negative views, as defined by the City, should be screened with site planning, architectural, and landscape devices. 8. New development should provide continuity with features of the surrounding area. 9. New projects should provide extensive landscaping to beautify urban areas. 10. New development shall preserve existing trees and extensively plant new trees, where appropriate.	Project applicant(s) and/or contractor(s).	City of Fairfield	Before approval of grading permits, subdivision improvement plans	
4.1-4a: Require Lighting and Building Materials that Minimize Light Spillage, Glare, and Reflectance. 1. Light fixtures shall be installed that have light sources aimed downward and shielded to prevent glare or reflection or any nuisance, inconvenience, and hazardous interference of any kind on adjoining streets or property. 2. Lighting shall be located and designed specifically to reduce light spillage and nighttime glare, as experienced by existing residences north of the Specific Plan Area in the city of Vacaville, existing residences south in Solano County, within	Project applicant(s) and/or contractor(s).	City of Fairfield	Prior to approval of tentative subdivision map	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>existing developed residential areas in the city of Fairfield, and as experienced by future residents of the Specific Plan Area, to the maximum extent feasible.</p> <p>3. Glare shall be avoided through the use of extensive landscaping, using low-reflectance, non-polished finishes, or other equally effective mechanisms.</p> <p>4. Bare metallic surfaces (e.g., pipes, vents, light fixtures) shall be painted to minimize reflectance.</p>				
<p>4.1-4b: Lighting and Signage Standards.</p> <p>1. The City will enforce policies and design guidance from the Specific Plan, reviewing and conditioning proposed development projects, where necessary.</p> <p>2. The City will review and condition projects developed under the Specific Plan, as necessary, to use lighting that is designed to avoid spillage beyond project property boundaries, as feasible, balanced with the need to provide for safety of residents and visitors to the Specific Plan.</p> <p>3. Lighting standards shall avoid the use of harsh mercury vapor, low-pressure sodium, or fluorescent bulbs for public lighting or residential neighborhoods.</p> <p>4. Sports lighting shall be located and designed to direct lighting to playfields and avoid light spillage outside of the park property.</p> <p>5. Lighting in office and/or commercial areas shall be designed to prevent light and glare from adversely affecting motorists and adjacent land uses, to the greatest extent feasible.</p> <p>6. Buildings and other structures shall use materials to avoid reflective glare that would be visible to residents or motorists in the vicinity of the Specific Plan Area.</p>	Project applicant(s) and/or contractor(s).	City of Fairfield	Before approval of tentative subdivision map	
Air Quality				
<p>4.3-1: BAAQMD's Basic Construction Mitigation Measures.</p> <p>1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.</p> <p>2. All haul trucks transported soil, sand, and other loose material off-site shall be covered.</p> <p>3. All visible mud or dirt rack-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.</p> <p>4. All vehicle speed on unpaved roads shall be limited to 15 mph.</p>	Project applicant(s) and/or contractor(s).	City of Fairfield	During all construction activities	

<p style="text-align: center;">Table 1 Summary of Mitigation Measures, Responsible Parties, and Timing</p>				
Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.</p> <p>6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measures Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.</p> <p>7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.</p> <p>8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.</p>				
<p>4.3-2: Operational Criteria Air Pollutant and Precursor Emissions.</p> <p>The following mitigation measures would help mitigate the long-term operational emissions associated with the day-to-day activities of projects developed under the Specific Plan. At the time projects under the Specific Plan are proposed, the City will evaluate measures below, determine which measures are feasible, and include those feasible measures as conditions of approval.</p> <p>1. Provide secure, covered bicycle parking for employees. This may consist of a separate secure, covered bicycle parking area at each employment venue or one or more large shared bicycle parking areas to be used by workers employed at multiple stores.</p> <p>2. Shower and locker facilities shall be provided for employees. This may be achieved by incorporating a shower and locker facility into the design of each proposed use, or one single facility that can be used by employees from more than one proposed employment generating use.</p> <p>3. Bicycle/pedestrian route maps and transit maps and schedules should be posted at each worksite by employers.</p> <p>4. Incorporate pedestrian access points on all sides of commercial uses.</p> <p>5. Post signs at all loading docks and truck loading areas which indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises in order to reduce idling emissions. This measure is</p>	Project applicant(s) and/or contractor(s).	City of Fairfield	Throughout site design and operation	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which was approved by OAL in January 2005.</p> <p>6. To the extent feasible, retail uses shall schedule delivery trucks during daytime off-peak traffic hours to reduce congestion and vehicle idling.</p> <p>7. Specific Plan development shall allow for shared parking in retail and mixed-use areas.</p>				
<p>4.3-4: Reduce Exposure of Sensitive Uses to Substantial Pollutant Concentrations.</p> <p>► Rail Line Mitigation: Prior to approval of any residential development within 1,500 feet of the edge of the planned train station, 1,200 feet north of the Union Pacific railroad line, and/or 1,100 feet south of the Union Pacific railroad line, the City will require project applicant/s to perform a site-specific health risk assessment to determine whether health risks from rail diesel exhaust exceed the BAAQMD-recommended threshold, and to fix the area within which this threshold will be exceeded. Site-specific analysis may include dispersion modeling and/or a health risk assessment, consistent with applicable guidance from BAAQMD. Analyses shall take into account regulatory requirements for diesel locomotive engines and the appropriate fleet mix of diesel locomotive engines as it relates to emissions rates. For the area within which this threshold will be exceeded, the City shall require the applicant to identify and incorporate feasible mitigation measures to lessen this impact. The applicant shall communicate with the Bay Area Air Quality Management District to identify measures to reduce exposure of sensitive receptors to substantial pollutant concentrations to levels consistent with thresholds recommended by the Bay Area Air Quality Management District applicable at the time the project is proposed. Such measures could include, but are not limited to: including tiered plantings of trees such as redwood, deodar cedar, live oak and oleander designed to reduce particulate matter concentrations as experienced at the proposed sensitive use, as feasible and as consistent with the Specific Plan landscaping requirements; installing air filtration systems of fresh air supply to reduce ambient particulate matter concentrations with air intake located away from the railroad and train station, as feasible; where appropriate, installing passive electrostatic filtering systems; and locating air intakes and design windows to reduce particulate matter exposure by, for example, not allowing windows facing the railroad and train station to open.</p>	Project applicant(s) and/or contractor(s).	City of Fairfield	Prior to conditional use permit or approval of tentative subdivision map, as applicable	

**Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>► BAAQMD-Permitted Stationary Source Mitigation: No further mitigation is required for development of sensitive receptors (residential uses, for example) near the Bubbling Well Pet Memorial Park or Syar Industries if these facilities are not operational at the time such development is proposed. However, if sensitive receptors are proposed within 500 feet of either of these facilities and BAAQMD-provided information suggests that cancer risk, noncancer health index, or PM_{2.5} concentrations could have a significant impact on such proposed sensitive receptors, the City will require site-specific analysis and mitigation. Site-specific analysis and mitigation will be required to demonstrate consistency with the applicable BAAQMD standards (increased cancer risk of <10.0 in a million, increased non-cancer risk of < 1.0 Hazard Index [Chronic or Acute], ambient PM_{2.5} increase of < 0.3 µg/m³ annual average) or those applicable at the time the project is proposed. The City will require mitigation, as necessary, to reduce impacts to a less-than-significant level. Mitigation measures could include setbacks designed to avoid exposure of proposed sensitive receptors to substantial pollutant concentrations. Other mitigation options include the installation of air filtration systems of fresh air supply certified to reduce ambient PM_{2.5} concentrations from indoor areas. Air intake for these units would be located away from areas producing the air pollution. If necessary, the project shall install passive (drop-in) electrostatic filtering systems, especially those with low air velocities (i.e., 1 mph). Air intakes and windows shall be designed to reduce PM exposure (e.g., windows nearest the source do not open). Projects will be reviewed and conditioned, if necessary, to avoid exposure of proposed sensitive uses to pollutant concentrations in excess of BAAQMD significance thresholds.</p> <p>► Non-Permitted Activities: If a proposed project could expose existing or planned sensitive receptors to substantial pollutant concentrations in excess of BAAQMD significance thresholds, the City will require that the TAC-generating activity (e.g., loading docks) be located away from existing and proposed on-site sensitive receptors or shall incorporate other controls on emissions concentrations and/or rates such that the proposed use would not expose sensitive receptors to TAC emissions that would create a significant impact, using BAAQMD significance thresholds applicable at the time such uses are proposed. At this time, the relevant standards are an incremental increase of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0 or PM_{2.5} concentration of 0.3 µg/m³ or more. If necessary to reduce exposure of sensitive receptors to an incremental increase of 10 in 1 million for</p>				

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>the cancer risk and/or a noncarcinogenic Hazard Index of 1.0, proposed commercial and industrial land uses that would host diesel trucks shall incorporate idle reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as, IdleAire, electrification of truck parking, and alternative energy sources for TRUs, to allow diesel engines to be completely turned off. Signs shall be posted in loading docks and truck loading areas to indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises in order to reduce idling emissions. This measure is consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling.</p> <p>► TAC Sources: Any new or modified source of toxic air contaminants proposed under the Specific Plan, including gas stations and other uses for which no Authority to Construct or Permit to Operate has been issued by the BAAQMD shall comply with BAAQMD Regulation 2, Rule 5, New Source Review of Toxic Air Contaminants. Rule 5 applies to any source or group of sources at a facility that: (a) is/are part of a proposed construction or modification, (b) is/are subject to the requirements of Regulation 2-1-301 or 302, and (c) emit/s one or more toxic air contaminants. BAAQMD new source review trigger limits include projects that could emit benzene in excess of 3.8 lbs/year (chronic) and 2.9 lbs/hour (acute). BAAQMD Best Available Control Technology for Toxics (TBACT) Requirement shall apply to proposed sources of TACs. In addition to, or instead of TBACT, projects may elect to demonstrate that buffers between sensitive receptors and sources of TACs is sufficient to avoid a significant impact. The APCO will deny an Authority to Construct or Permit to Operate for any new or modified source of TACs if the project risk exceeds any of the following project risk limits for existing or planned receptors within the Specific Plan or adjacent to the Specific Plan Area: a cancer risk of 10.0 in one million (10⁻⁵); a chronic hazard index of 1.0; or an acute hazard index of 1.0; or those standards applicable at the time subject projects are proposed.</p> <p>► Health Risk Screening Analysis: An application for an Authority to Construct or Permit to Operate for any project subject to Rule 5 shall contain a Health Risk Screening Analysis (HRSA). To determine the requirements of Rule 5, the project applicant shall be given the opportunity to perform a more refined HRSA, modify the project, or submit any required plans or information, as necessary to comply with the requirements of Rule 5.</p> <p>► Dry Cleaners: The City will not approve the development of dry-cleaning</p>				

**Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
operation using perc within 300 feet of any existing or planned sensitive land use. The City will not approve the development of new sensitive uses within 300 feet of any existing dry-cleaning operation using perc. For operations with two or more machines, sensitive uses and dry-cleaning operation using perc. shall be separated by at least 500 feet.				
Biological Resources				
<p>4.4-1: Secure Clean Water Act Section 404 Permit and Implement All Permit Conditions; Ensure No Net Loss of Functions and Values of Wetlands, Other Waters of the United States, and Waters of the State.</p> <ol style="list-style-type: none"> The City shall require future development to avoid fill of wetlands and other waters of the United States to the maximum extent feasible. Before the approval of grading and improvement plans and before any groundbreaking activity associated with each distinct project, the project applicant(s) of all projects requiring fill of wetlands or other waters of the United States or waters of the state shall obtain all necessary permits under Sections 401 and 404 of the CWA or the state’s Porter-Cologne Act for the respective phase. In order to apply for a CWA permits, and as a condition of project approval, a delineation of waters of the United States conducted according to methods approved by USACE shall be completed for each project site, including off-site improvement areas. The delineation shall map and quantify the acreage of all aquatic habitats on the project site and shall be submitted to USACE for verification. For each respective phase, all permits, regulatory approvals, and permit conditions for effects on wetland habitats shall be secured before implementation of any grading activities within 250 feet of aquatic resources including both waters of the United and waters of the state, that potentially support Federally listed species, consistent with USFWS guidelines (i.e., the USFWS generally considers wetland habitats suitable for listed species to be subject to indirect impacts if development would occur within 250 feet) . Project applicant(s) shall to replace, restore, or enhance on a “no net loss” basis (in accordance with USACE and the RWQCB policies) the acreage of all wetlands and other waters of the United States, and waters of the state, that would be removed, lost, and/or degraded with implementation of project plans for that phase. Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods agreeable to USACE, the RWQCB, and 	Project applicant(s) and/or contractor(s) of all project phases requiring fill of wetlands or other waters of the United States or waters of the state.	City of Fairfield, U.S. Army Corps of Engineers, Regional Water Quality Control Board, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes.	Before approval of grading or improvement plans or any ground-disturbing activities for any project development phase containing wetland features or other waters of the United States. The MMP must be approved by the City and USACE before any impact on wetlands can occur. Mitigation shall be implemented on an ongoing basis throughout and after	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>the City, as determined during the Section 401 and Section 404 permitting processes.</p> <p>4. It is proposed by the City that impacts on wetlands regulated under Section 404 be mitigated at ratios consistent with those proposed in the current draft SMHCP.</p> <p>a) If the current draft SMHCP is adopted, compensation for wetland habitat within high value conservation areas shall be provided as follows:</p> <p>i) For direct impacts on wetlands: 9 acres of vernal pool habitat shall be preserved for every acre removed and 1 acre of vernal pool habitat shall be restored for every acre removed.</p> <p>ii) For indirect impacts on wetlands: 3 acres of vernal pool habitat shall be preserved for every acre of wetland habitat located within 250 feet of project development and therefore subject to indirect effects through habitat modification.</p> <p>b) If the current draft SMHCP is adopted, compensation for habitat within medium value conservation areas shall be provided as follows:</p> <p>i) For direct impacts on wetlands: 2 acres of vernal pool habitat shall be preserved for every acre removed and 1 acre of vernal pool habitat shall be restored for every acre removed.</p> <p>ii) For indirect impacts on wetlands: 1 acre of vernal pool habitat shall be preserved for every acre located within 250 feet of project development and therefore subject to indirect effects through habitat modification.</p> <p>5. If the SMHCP is not adopted, unavoidable impacts on wetlands would be mitigated through the following processes and measures:</p> <p>6. As part of the Section 404 permitting process, draft wetland mitigation and monitoring plans (MMP) shall be developed for the project by a qualified restoration ecologist on behalf of the project applicant(s). Before any ground-disturbing activities that would adversely affect wetlands and before engaging in mitigation activities associated with each phase of development, the project applicant(s) shall submit the draft wetland MMP to USACE, the RWQCB, and the City for review and approval of those portions of the plan over which they have jurisdiction. Once the MMPs are approved and implemented, mitigation monitoring shall continue for a minimum of 5 years from completion of mitigation, or human intervention (including recontouring and grading), or until the performance standards identified in the approved MMP have been met, whichever is longer. Project applicant(s) may purchase mitigation credits at an</p>			construction, as required.	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>agency-approved mitigation bank within Solano County or may provide compensatory mitigation through creation permittee-responsible mitigation sites according to the MMP specifications outlined below. If credits are available for all wetland impacts, and the project applicant(s) commit to buy credits in an approved mitigation bank, many of the following MMP measures may not be required. Exhibit 4.4-10 shows lands in the Specific Plan Area and vicinity that are proposed options for compensatory wetland mitigation. These lands include both established mitigation banks and potential mitigation sites. (Mitigation sites can simultaneously provide compensatory habitat for more than one impact. For example, wetland habitat can simultaneously mitigate an impact on waters of the United States and an impact on vernal pool branchiopod habitat and an impact on California tiger salamander breeding habitat, as long as the mitigation habitat is suitable for all these habitats (i.e., provides similar habitat values as the waters of the United States lost, provides suitable habitat for vernal pool branchiopods, and provides suitable breeding habitat for California tiger salamander).</p> <p>7. The habitat MMP for jurisdictional wetland features shall be consistent with USACE's and EPA's April 10, 2008 Final Rule for Compensatory Mitigation for Losses of Aquatic Resources (33 CFR Parts 325 and 332 and 40 CFR Part 230). According to the Final Rule, mitigation banks should be given preference over other types of mitigation because a lot of the risk and uncertainty regarding mitigation success is alleviated by the fact that mitigation bank wetlands must be established and demonstrating functionality before credits can be sold. This also alleviates temporal losses of wetland function while compensatory wetlands are being established. Mitigation banks also tend to be on larger, more ecologically valuable parcels and are subjected to more rigorous scientific study and planning and implementation procedures than typical permittee-responsible mitigation sites. However, the Final Rule also establishes a preference for compensating losses of aquatic resources within the same watershed as the impact site. Because of the large amount of on-site conservation, opportunities for on-site compensatory mitigation may exist through restoration and enhancement of existing and historic wetland habitats and creation of new wetlands. For example, many of the wetlands in the Specific Plan Area are historic vernal pools that have been subjected to agricultural disturbances (e.g., grading, draining, and planting) that have resulted in varying levels of degradation of the vernal pool habitat. Opportunities for restoration or recreation of the historic vernal pools exist and may be preferable to creating compensatory wetlands off site or to purchasing mitigation credits at an</p>				

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Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>established bank if those credits are in a different watershed and, therefore, would not compensate for the loss of function in the respective watershed (i.e., Union Creek, McCoy Creek, Denverton Creek, or Barker Slough watersheds).</p> <p>8. Compensatory mitigation for losses of perennial and seasonal drainage channels shall be achieved through in-kind preservation, restoration, or enhancement, as specified in the Final Rule guidelines. The wetland MMP shall address how to mitigate impacts on vernal pool, seasonal wetland, swale, marsh, and pond habitat, and shall describe specific method(s) to be implemented to avoid and/or mitigate any off-site project-related impacts. The wetland compensation section of the habitat MMP shall include the following:</p> <p>9. Compensatory mitigation sites and criteria for selecting these mitigation sites. In general, compensatory mitigation sites should meet the following criteria, based on the Final Rule;</p> <p>a) located within the same watershed as the wetland or other waters that would be lost, or within the same vernal pool recovery area;</p> <p>b) located in the most likely position to successfully replace wetland functions lost on the impact site considering watershed-scale features such as aquatic habitat diversity, habitat connectivity, available water sources and hydrologic relationships, land use trends, ecological benefits, and compatibility with adjacent land uses;</p> <p>10. A complete assessment of the existing biological resources in both the on-site preservation areas and off-site compensatory mitigation areas, including wetland functional assessment using the California Rapid Assessment Method (CRAM) (Collins et al. 2008), or other wetland functional assessment method approved by USACE, to establish baseline conditions;</p> <p>11. Specific creation and restoration plans for each mitigation site;</p> <p>12. In kind reference wetland habitats for comparison with compensatory wetland habitats (using performance and success criteria) to document success;</p> <p>13. Description of methodology used to select reference wetlands for comparison;</p> <p>14. Monitoring protocol, including schedule and annual report requirements, and the following elements:</p> <p>a) ecological performance standards, based on the best available science, that can be assessed in a practicable manner (e.g., performance standards proposed by Barbour et al. 2007). Performance standards must be based on attributes that are objective and verifiable;</p> <p>15. CRAM, or other USACE-approved wetland assessment method, conducted</p>				

**Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>annually for 5 years after construction or restoration of compensatory wetlands to determine whether these areas are acquiring wetland functions and to plot the performance trajectory of preserved, restored, or created wetlands over time. Assessment scores for compensatory wetlands shall also be compared against scores for reference wetlands assessed in the same year;</p> <p>a) Wetland assessment (e.g., CRAM) conducted annually for 5 years after any construction adjacent to wetlands preserved in the Specific Plan Area to determine whether these areas are retaining wetland functions and values. CRAM scores for wetlands preserved on site shall also be compared against scores for reference wetlands assessed in the same year;</p> <p>b) analysis of wetland assessment data, including assessment of potential stressors, to determine whether any remedial activities may be necessary;</p> <p>c) corrective measures if performance standards are not met. Remedial actions may be implemented on an annual basis, if necessary, or at the end of the 5-year monitoring period. An analysis to determine the reasons criteria were not met shall be performed by a qualified restoration ecologist and remedial actions shall be developed in coordination with USACE; remedial actions may include reseeding native vegetation, regrading wetland features; managing invasive plants, restricting access by humans and domestic animals, or other measures depending on the type and severity of performance failures. Monitoring performance standards shall resume following implementation of remedial actions until performance standards are met. If compensatory wetlands do not meet success criteria by the end of 10 years after creation, they will be mitigated through purchase of credits at an agency-approved mitigation bank.</p> <p>d) monitoring of plant communities as performance criteria (annual measure of success, during monitoring period) and success criteria (indicative of achievement of mitigation habitat requirement at end of monitoring period) for hydrologic function have become established and the creation site “matures” over time;</p> <p>e) GIS analysis of compensatory wetlands to demonstrate actual acreage of functioning wetland habitat;</p> <p>f) adaptive management measures to be applied if performance standards and acreage requirements are not being met;</p> <p>g) responsible parties for monitoring and preparing reports; and</p> <p>h) responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions.</p>				

**Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>16. An operations and management plan (OMP) for all on- and off-site wetland preservation and mitigation areas shall be prepared and submitted to USACE and USFWS for review and approval prior to the issuance of any permits under Section 404 of the CWA. The plan shall include detailed information on the habitats present within the preservation and mitigation areas, the long-term management and monitoring of these habitats, legal protection for the preservation and mitigation areas (e.g., conservation easement, declaration of restrictions), and funding mechanism information (e.g., endowment).</p> <p>17. The wetland MMP shall aim to fully mitigate all unavoidable impacts on jurisdictional waters of the United States, including jurisdictional wetlands, and waters of the state regulated by the RWQCB, on a no-net-loss basis. In addition to USACE approval, approval by the City and the RWQCB will also be required. To satisfy the requirements of the City and the RWQCB, mitigation of impacts on the nonjurisdictional wetlands beyond the jurisdiction of USACE shall be included in the same MMP. All mitigation requirements determined through this process shall be implemented before grading plans are approved. The MMP shall be submitted to USACE and approved prior to the issuance of any permits under Section 404 of the CWA.</p> <p>18. Water quality certification pursuant to Section 401 of the CWA, or waste discharge requirements (for waters of the state), will be required before issuance of the record of decision and before issuance of a Section 404 permit. Before construction in any areas containing wetland features, the project applicant(s) shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification and/or waste discharge requirements, shall be implemented. Project applicant(s) shall obtain a General Construction Stormwater Permit from the San Francisco Bay or Central Valley RWQCB, depending on location within the Specific Plan Area, prepare a stormwater pollution prevention plan (SWPPP), and implement best management practices (BMPs) to reduce water quality effects during construction. Detailed information about the SWPP and BMPs are provided in Section 4.9, "Hydrology and Water Quality."</p>				

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>4.4-2a: Secure Take Authorization for Federally Listed Vernal Pool Invertebrates and Implement All Permit Conditions; Preserve and Restore Wetland and Adjacent Upland Habitat Consistent with the SMHCP Conservation Strategy.</p> <p>1) No project construction shall proceed in areas supporting potential habitat for Federally listed vernal pool invertebrates, or within adequate buffer areas (250 feet or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS), until take authorization has been obtained from the USFWS and the project applicant(s) of all projects, including off-site improvement projects, have abided by conditions specified in the take authorization, including all conservation and minimization measures, intended to be completed before on-site construction. Conservation and minimization measures are expected to include requirements for preparing supporting documentation describing methods to protect existing vernal pools during and after project construction, methods for determining impact ratios, a detailed monitoring plan, and reporting requirements.</p> <p>2) It is the City's desire that mitigation for project impacts on biological resources be mitigated through participation in the SMHCP, by implementing all measures described for the respective species in the SMHCP.</p> <p>3) If the SMHCP is not adopted in time for project implementation, or if the City chooses to not seek coverage, the project applicant(s) shall secure take authorization prior to project construction through formal consultation with the USFWS pursuant to Section 7 of the ESA, and shall implement all measures included in the Biological Opinion (BO) issued by the USFWS.</p> <p>4) As described under Mitigation Measure 4.4-1a, an MMP shall be developed that describes in detail how loss of vernal pool and other wetland habitats shall be avoided or offset, including details on creation of habitat, compensation for the temporal loss of habitat, performance standards to ensure success, and remedial actions if performance standards are not met.</p> <p>5) The project applicant(s) of each project shall complete and implement a habitat MMP that will result in no net loss of acreage, function, and value of affected vernal pool habitat. The final habitat MMP shall be acceptable to the City, USACE, and USFWS and accomplish no net loss of habitat acreage, function, and value.</p> <p>a) The SMHCP identifies the vernal pool grassland habitat in the eastern portion of the Specific Plan Area (east of Vanden Road) as a high value</p>	Project applicant(s) and/or contractor(s) of all project phases.	USACE, USFWS, and the City of Fairfield	Before approval of any grading or improvement plans, before any ground-disturbing activities within 250 feet of said habitat, and on an ongoing basis throughout construction as applicable for all project phases as required by the mitigation plan, BO, and BMPs.	

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Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>conservation area (Solano County Water Agency 2009, Figure 4-9). Portions of the Specific Plan Area located west of Vanden Road are identified as medium value conservation areas.</p> <p>6) If the current draft SMHCP is adopted and available as an avenue for take authorization, compensation for suitable habitat within high value conservation areas shall be provided as follows:</p> <p>a) For direct impacts on wetlands: 9 acres of vernal pool habitat shall be preserved for every acre removed and 1 acre of vernal pool habitat shall be restored for every acre removed.</p> <p>b) For indirect impacts on wetlands: 3 acres of vernal pool habitat shall be preserved for every acre of wetland habitat located within 250 feet of project development and therefore subject to indirect effects through habitat modification.</p> <p>c) For direct impacts on valley floor grassland (upland) habitat: 3 acres of upland habitat shall be preserved for every acre removed.</p> <p>d) For indirect impacts on upland habitat: 1 acre of upland habitat shall be preserved for every acre of wetland habitat located within 250 feet of project development and therefore subject to indirect effects through habitat modification.</p> <p>7) For consistency with the SMHCP, compensation for habitat within medium value conservation areas shall be provided as follows:</p> <p>a) For direct impacts on wetlands: 2 acres of vernal pool habitat shall be preserved for every acre removed and 1 acre of vernal pool habitat shall be restored for every acre removed.</p> <p>b) For indirect impacts on wetlands: 1 acre of vernal pool habitat shall be preserved for every acre located within 250 feet of project development and therefore subject to indirect effects through habitat modification.</p> <p>c) For direct impacts on upland habitat: 3 acres of upland habitat shall be preserved for every acre removed.</p> <p>d) For indirect impacts on upland habitat: 1 acre of upland habitat shall be preserved for every acre located within 250 feet of project development and therefore subject to indirect effects through habitat modification.</p> <p>8) If the SMHCP is not adopted before project implementation, adequate mitigation ratios for take authorization shall be determined through the ESA Section 7 consultation process.</p> <p>9) Mitigation shall occur before the approval of any grading or improvement plans</p>				

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<p>for any project phase that would allow work within 250 feet of such habitat, and before any ground-disturbing activity within 250 feet of the habitat.</p> <p>10) The project applicant(s) of all project phases shall identify the extent of indirectly affected vernal pool and seasonal wetland habitat, either by identifying all such habitat within 250 feet of project construction activities or by providing an alternative technical evaluation. If a lesser distance is pursued, this distance shall be approved by USFWS.</p> <p>11) All vernal pool habitat mitigation lands shall be preserved in perpetuity and incompatible land uses shall be prohibited in habitat conservation areas.</p>				
<p>4.4-2b: Implement Mitigation Measure 4.4-2a; Secure Take Authorization for California Tiger Salamander and Implement All Permit Conditions; Preserve and Enhance Upland Habitat; Preserve and Create Breeding Habitat.</p> <p>1) No project construction shall proceed in areas supporting potential habitat for California tiger salamander (known or potential breeding pools/ponds plus surrounding Specific Plan Area grasslands within 1.3 miles), until take authorization has been obtained from the USFWS and DFG, and the project applicant(s) of all project phases have abided by all conditions in the take authorization, including conservation and minimization measures, intended to be completed before on-site construction. Conservation and minimization measures are expected to include requirements for preparing supporting documentation describing methods to protect existing vernal pools during and after project construction, methods for determining impact ratios, a detailed monitoring plan, and reporting requirements. DFG may issue a Consistency Determination under Section 2080.1 of CESA if the applicant(s) obtains take authorization from USFWS and submits the federal opinion take statement to the Director of Fish and Game. DFG must determine that conditions specified in the Federal take authorization are consistent with CESA. If a Consistency Determination is not obtained, the applicants shall obtain a separate incidental take permit under Section 2081(b) of CESA.</p> <p>2) It is the City's desire that mitigation for project impacts on biological resources be mitigated through participation in the SMHCP, by implementing all measures described for the respective species in the SMHCP.</p> <p>3) If the SMHCP is not adopted in time for project implementation, or if the City chooses to not seek coverage, the project applicant(s) shall secure take authorization prior to project construction through formal consultation with the USFWS pursuant to Section 7 of the ESA, and with DFG pursuant to Fish and</p>	Project applicant(s) and/or contractor(s) of all project phases.	USACE, USFWS, and the City of Fairfield	Before approval of any grading or improvement plans and on an ongoing basis throughout construction, as applicable for all project phases as required by the mitigation plan, any consistency determination, BO, and/or BMPs.	

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Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>Game Code Sections 2080.1 or 2081(b), and shall implement all measures included in the Biological Opinion (BO) issued by the USFWS and in the take authorization or consistency determination issued by DFG.</p> <p>4) If the current draft SMHCP is adopted and available as an avenue for take authorization under CESA and ESA, in addition to the preservation and restoration specifications presented under Mitigation Measure 4.4-2a, the following mitigation shall be implemented for impacts on known occupied and suitable breeding habitat for California tiger salamander (i.e., seasonal wetlands and ponds that remain inundated in most years for a minimum of 10 weeks), which are consistent with the mitigation requirements proposed in the draft SMHCP:</p> <p>a) Preserve 3 acres of known breeding habitat for every acre of suitable breeding habitat removed.</p> <p>b) Create suitable breeding habitat at a 2:1 ratio, or 0.35 acre, whichever is greater. Created breeding habitat must be within at least 300 contiguous acres of preserved upland habitat and within 2,100 feet of known breeding habitat.</p> <p>5) The following measures shall be implemented to mitigate impacts on upland habitat and movement corridors (i.e., seasonal wetland swales, meadows) within the known or potential range of California tiger salamander:</p> <p>a) For impacts within medium and high value conservation, preserve upland habitat at a 3:1 ratio, consistent with Mitigation Measure 4.4-2a, and create 0.01 acre of breeding habitat per each acre of upland habitat removed.</p> <p>6) Known breeding habitat shall include all sites where California tiger salamander breeding has been documented at least once in the last 10 years. Multiple compensatory breeding sites can be created within 1,300 feet of each other, but shall be within 2,100 feet of known breeding habitat and within 300 acres of contiguous suitable upland habitat. Each wetland created as breeding habitat shall be a minimum of 0.02 acre (Solano County Water Agency 2009, pages 6-19 through 6-20).</p> <p>7) All California tiger salamander habitat mitigation lands shall be preserved in perpetuity and incompatible land uses shall be prohibited in habitat conservation areas.</p>				
<p>4.4-2c: Avoid Direct Loss of Swainson's Hawk and Other Raptors.</p> <p>1) To avoid, minimize, and mitigate potential impacts on Swainson's hawk and</p>	Project	California	Before the	

**Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>other raptors (not including burrowing owl), the project applicant(s) of each project shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the Specific Plan Area and off-site improvement areas. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction for all project phases. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson's hawk. If no nests are found, no further mitigation is required.</p> <p>2) Impacts on nesting Swainson's hawks and other raptors shall be avoided by establishing appropriate buffers around active nest sites identified during preconstruction raptor surveys. No project activity shall commence within the buffer areas until a qualified biologist has determined in coordination with DFG the young have fledged, the nest is no longer active, or until that reducing the buffer would not result in nest abandonment. DFG guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with DFG, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p> <p>3) To mitigate impacts on Swainson's hawk foraging habitat consistent with the SMHCP, implement Mitigation Measure 4.4-2a, which requires that 3 acres of valley floor grassland habitat be preserved for every 1 acre lost to development, and retain active and suitable nest trees within and adjacent to foraging habitat. This mitigation can be concurrent with mitigation for California tiger salamander habitat provided the valley floor grassland habitat preserved is suitable for both species.</p> <p>4) To avoid, minimize, and mitigate potential impacts on burrowing owl, the project applicant(s) of each project, including off-site improvements projects, shall retain a qualified biologist to conduct preconstruction surveys within 30 days prior to the start of construction activities to ensure that burrowing owls will not be affected by project activities.</p> <p>5) If an active burrow is found during the non breeding season (September 1 through January 31), then western burrowing owls occupying burrows that</p>	applicant(s) and/or contractor(s) of all project phases.	Department of Fish & Game and the City of Fairfield	approval of grading and improvement plans, before any ground-disturbing activities, and during project construction, as applicable for all project phases.	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>cannot be avoided or adequately protected may be evicted from the area using passive relocation as described in DFG's Staff Report on Burrowing Owls (1995).</p> <p>6) If an active burrow is found during the breeding season (February 1 through August 31), occupied burrows shall not be disturbed and shall be provided with a 250-foot protective buffer unless a qualified biologist verifies through noninvasive means that either: 1) the birds have not begun egg laying, or 2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. Once the fledglings are capable of independent survival, the owls can be evicted and the burrow can be destroyed.</p> <p>7) Project applicants shall mitigate for the permanent loss or conversion of burrowing owl habitat (i.e., valley floor or vernal pool grassland, grain and hay crops, pasture, irrigated agriculture, fallow fields) by preserving suitable habitat at a 3:1 ratio. Implementing Mitigation Measure 4.4-2a, which requires that 3 acres of valley floor grassland habitat be preserved for every 1 acre lost to development, would provide adequate mitigation for loss of burrowing owl habitat. As discussed previously, the Specific Plan Area is identified in the SMHCP as being within the Valley Floor Grassland Conservation Area.</p> <p>8) If active burrowing owl nests are found on the Specific Plan Area during preconstruction surveys and these nest sites are lost as a result of implementing the project, then the project applicants for those project phases that would result in the loss of nest burrows shall mitigate the loss through preservation of other known nest sites at a ratio of 1:1, according to the guidelines outlined in the SMHCP.</p> <p>9) All Swainson's hawk and burrowing owl habitat mitigation lands shall be preserved in perpetuity and incompatible land uses shall be prohibited in habitat conservation areas.</p>				
<p>4.4-2d: Avoid and Minimize Impacts to Tricolored Blackbird Nesting Colonies.</p> <p>1) To avoid and minimize impacts to tricolored blackbird, the project applicant(s) of all project phases shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird's nesting season (March 1–August 31). The preconstruction survey shall be conducted by a qualified biologist before any activity occurring within 500 feet of suitable nesting habitat, including freshwater marsh and areas of riparian scrub vegetation. The survey shall be conducted within 14 days before project activity</p>	Project applicant(s) and/or contractor(s) of all project phases.	California Department of Fish & Game and the City of Fairfield	Before the approval of any ground-disturbing activity within 500 feet of suitable nesting	

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<p>begins.</p> <p>2) If no tricolored blackbird colony is present, no further mitigation is required. If a colony is found, the qualified biologist shall establish a buffer around the nesting colony. No project activity shall commence within the buffer area until a qualified biologist confirms that the colony is no longer active. The size of the buffer shall be determined in consultation with DFG. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances as determined by a qualified biologist in consultation with DFG.</p>			habitat as applicable for all project phases.	
<p>4.4-2e: Avoid and Minimize Impacts to Nesting Loggerhead Shrikes.</p> <p>1) To avoid and minimize impacts to loggerhead shrike and other nesting birds, the project applicant(s) of all project phases shall conduct a preconstruction survey for any project activity that would occur during the loggerhead shrike nesting season (March 1–August 31). The preconstruction survey shall be conducted by a qualified biologist before any activity occurring within 500 feet of suitable nesting habitat. The survey shall be conducted within 14 days before project activity begins.</p> <p>2) If no active loggerhead shrike nests are found, no further mitigation is required. If an active nest is found, the qualified biologist shall establish a buffer around the nest. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active. The size of the buffer shall be determined in consultation with DFG. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances as determined by a qualified biologist in consultation with DFG.</p>	Project applicant(s) and/or contractor(s) of all project phases.	California Department of Fish & Game and the City of Fairfield	Before the approval of any ground-disturbing activity within 500 feet of suitable nesting habitat as applicable for all project phases.	
<p>4.4-3a: Secure Take Authorization for Federally Listed Contra Costa Goldfields and Implement All Permit Conditions, Implement Contra Costa Goldfields Core Population Development Criteria Consistent with the SMHCP, Establish New Populations of Contra Costa Goldfields.</p> <p>1) To avoid and minimize direct and indirect impacts on Contra Costa goldfields in the Specific Plan Area and off-site improvement areas, the following performance criteria/design guidelines provided in the Conservation Strategy of the draft SMHCP shall be implemented:</p> <p>a) New roads and expansion of existing roads shall incorporate design measures to maintain hydrological connectivity, such as culverts and</p>	Project applicant(s) and/or contractor(s) of all project phases.	US Fish and Wildlife Service and the City of Fairfield	Before the approval of any ground-disturbing activity within 250 feet of	

**Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>underpasses.</p> <p>b) Individual projects shall not directly impact more than 10% of suitable Contra Costa goldfield habitat in the Specific Plan Area.</p> <p>c) The project shall not directly impact more than 50% of current or historically occupied habitat in the Specific Plan Area.</p> <p>d) The extent of occupied habitat shall be based on a minimum of two years of surveys. Occupied habitat shall be based on the total area of occupied wetland habitat, not just Contra Costa goldfield cover.</p> <p>e) Preserve areas shall encompass at least 100 acres of suitable vernal pool grassland habitat.</p> <p>2) To compensate for the direct loss of occupied Contra Costa goldfield habitat within core population areas (portions of Specific Plan Area east of Vanden Road) and potential habitat, watershed, and corridor areas (portions of Specific Plan Area west of Vanden Road); new, self-reproducing populations of Contra Costa goldfields shall be established at a ratio of 4:1, or other ratio as required in the final adopted SMHCP, according to the following criteria outlined in the SMHCP (Solano County Water Agency 2009):</p> <p>a) Establishment of new populations shall take place in constructed, restored, and enhanced wetlands within the known range of Contra Costa goldfields in Solano County. To the extent possible, habitat restoration and establishment of new populations shall occur within the open space areas of the Specific Plan Area in the same core area as the affected habitat. For on-site restoration and establishment to be feasible, unoccupied habitat that can be restored must be identified in the Specific Plan Area. It is likely that currently unoccupied habitat on the Noonan North and South sites could be restored for establishing new populations of Contra Costa goldfields. Additional potential mitigation sites are shown in Exhibit 4.4-10.</p> <p>b) New populations shall be established from seed of plants that would be removed as a result of project development and if needed, additional seed from the affected population may be collected if necessary to establish new populations (affected populations are within core areas identified in the SMHCP). Seed and topsoil shall be salvaged from the occupied wetlands that would be removed by project development. Seed shall be collected from affected populations for at least one season prior to loss, but no more than 10% of the seed produced can be removed from the overall population in a given growing season. All of the seed from plants in occupied habitat to</p>			Contra Costa goldfield habitat.	

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Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>be removed shall be harvested in the final harvest season. Collected seeds shall be stored at two different seed repositories, including the National Center for Genetic Resources Preservation in Fort Collins, Colorado, and a repository certified by the Center for Plant Conservation, such as the Rancho Santa Ana Botanic Garden, until reestablishment habitat is ready for planting.</p> <p>c) The extent of occupied area and the flower density in compensatory reestablished populations shall be equal to or greater than the affected occupied habitat.</p> <p>d) Reestablished populations shall be considered self producing when:</p> <ol style="list-style-type: none"> (1) plants reestablish annually for a minimum of 5 years with no human intervention such as supplemental seeding; and (2) reestablished habitats contain an occupied area and flower density comparable to existing occupied habitat areas in similar pool types and core areas (e.g., the Noonan Ranch Conservation Bank). <p>e) If success criteria are not met within 10 years of project implementation, the project applicant shall increase the preserved wetland restoration acreage by 50%. The project applicant shall provide bonds or other financial assurances to ensure implementation of the mitigation measures.</p> <p>3) If the SMHCP is not adopted prior to implementing the project, project applicant(s) shall develop a mitigation and monitoring plan for Contra Costa goldfields in consultation with USFWS. The MMP shall include detailed plans to compensate for the direct loss of occupied Contra Costa goldfield habitat at a ratio agreeable to USFWS and the City. At a minimum, the MMP shall include all of the measures listed above from the Draft SMHCP and shall include monitoring of preserved and compensatory reestablished populations annually for a minimum of 5 years to ensure plants are regenerating on a yearly basis without human intervention. If plants are not regenerating, reseeding and other measures (e.g., recontouring wetland habitat, hydrological remediation, weed management), as appropriate based on assessment by a qualified ecologist shall be implemented and monitoring continued until populations are self sustaining.</p> <p>4) All Contra Costa goldfields habitat mitigation lands shall be preserved in perpetuity and incompatible land uses shall be prohibited in habitat conservation areas.</p>				

Table 1
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Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>4.4-3b: Conduct Special-Status Plant Surveys; Implement Avoidance and Mitigation Measures and Compensatory Mitigation for Special-status Plants Other Than Contra Costa Goldfields.</p> <p>1) To mitigate for the loss of dwarf downingia and legenera, and the potential loss or degradation of other special-status plant species and habitat, the project applicant(s) of each project, including off-site improvement projects, shall adhere to the requirements described below:</p> <p>a) The project applicant(s) of each proposed project, including off-site improvement projects, shall retain a qualified botanist to conduct protocol level preconstruction special-status plant surveys for all potentially occurring species. The surveys shall be conducted no more than 5 years prior and no later than the blooming period before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase, including off-site elements. If no special-status plants are found during focused surveys, the botanist shall document the findings in a letter report to the City of Fairfield and no further mitigation shall be required. If a protocol level survey targeting all potentially occurring special-status plant species has been conducted on the specific project site in the previous 5 years, a preconstruction survey shall not be required because surveys conducted according to established guidelines are generally considered valid by the resource agencies for a period of 5 years. If the SMHCP is approved at the time of project implementation and the applicant participates in the SMHCP, special-status plant surveys shall not be required in conservation areas designated as low to medium value.</p> <p>b) Because Parry's red tarplant is abundant in the Specific Plan Area and the majority of occupied habitat would be retained in the open space areas, no further mitigation would be needed for this species. Likewise, the majority of wetlands occupied by hogwallow starfish would be preserved in the Specific Plan Area and no further mitigation is needed for this species.</p> <p>c) If special-status plant populations are present, the project applicant(s) of affected project phases shall consult with DFG and USFWS, as appropriate depending on species status, to determine the appropriate mitigation measures for direct and indirect impacts on any special-status plant population. Mitigation measures may include preserving and enhancing existing populations, creation of off-site populations on project mitigation</p>	<p>Project applicant(s) and/or contractor(s) of all project phases.</p>	<p>City of Fairfield, US Fish and Wildlife Service and California Department of Fish & Game; as appropriate depending on species status.</p>	<p>Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase, including off-site elements.</p>	

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Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>sites through seed collection or transplantation, and/or restoring or creating suitable habitat in sufficient quantities to achieve no net loss of occupied habitat or individuals.</p> <p>d) If impacts on special-status plant species are likely, a mitigation and monitoring plan shall be developed before the approval of grading plans or any ground-breaking activity within 250 feet of a special-status plant population. The mitigation plan shall be submitted to the City of Fairfield for review and approval. It shall be submitted concurrently to DFG or USFWS, as appropriate depending on species status, for review and comment. The City shall consult with these entities before approval of the plan. The plan shall require maintaining viable plant populations in the Specific Plan Area and shall identify avoidance measures for any existing population(s) to be retained and compensatory measures for any populations directly affected. Consistent with City of Fairfield General Plan policy, special-status plant populations shall be avoided to the maximum extent feasible. Possible avoidance measures include fencing populations before construction and exclusion of project activities from the fenced-off areas, and construction monitoring by a qualified botanist to keep construction crews away from the population. Mitigation could include purchase of an existing off-site area known to support the special-status species to be affected, as well as preserving the site in perpetuity. Transplanting and/or reseedling of special-status plants is not proven to be an effective compensation method for most species; therefore, project proponents should avoid special-status plants for which transplanting techniques have not been proven or compensate for impacts by preserving other populations.</p> <p>1) If transplantation is a proven method for a species and relocation efforts are part of the mitigation plan, the plan shall include a description and map of mitigation sites, details on the methods to be used, including collection, storage, propagation, receptor site preparation, installation, long-term protection and management, monitoring and reporting requirements, remedial action responsibilities should the initial effort fail to meet long-term monitoring requirements, and sources of funding to purchase, manage, and preserve the sites. The following performance standards shall be applied:</p> <ul style="list-style-type: none"> The extent of occupied area and the flower density in compensatory reestablished populations shall be equal to or greater than the affected occupied habitat and shall be self-producing. 				

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Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<ul style="list-style-type: none"> • Reestablished populations shall be considered self producing when: <ul style="list-style-type: none"> – plants reestablish annually for a minimum of 5 years with no human intervention such as supplemental seeding; and – reestablished habitats contain an occupied area and flower density comparable to existing occupied habitat areas in similar pool types and core areas (e.g., the Noonan Ranch Conservation Bank). 2) Whenever possible, transplantation shall take place in Specific Plan Area conservation areas that support suitable but currently unoccupied habitat for the affected species. 3) If off-site mitigation includes dedication of conservation easements, purchase of mitigation credits, or other off-site conservation measures, the details of these measures shall be included in the mitigation plan, including information on responsible parties for long-term management, conservation easement holders, long-term management requirements, and other details, as appropriate to target the preservation of long term viable populations. 				
<p>4.4-4: Map Riparian Habitat and Other Sensitive Natural Communities; Implement Avoidance and Mitigation Measures, Secure and Implement Section 1602 Streambed Alteration Agreement.</p> <ol style="list-style-type: none"> 1) The project applicant(s) of all proposed projects shall retain a qualified botanist to identify, map, and quantify riparian habitat and other sensitive natural communities, such as rye grass tufts, on the project site before final project design is completed. 2) The project applicant(s) of affected projects shall design project development to avoid riparian habitat and other sensitive natural communities to the extent feasible. Since the majority of riparian vegetation in the Specific Plan Area is located in an area that is part of the railroad museum open space, it would be feasible to design museum and trail features to be constructed outside of the depressions containing wetland and riparian habitat. The depressions supporting riparian vegetation are located at the base of an old railroad berm. Museum attractions, trails, and other amenities shall be constructed atop the berm or in other areas outside of the depressions supporting riparian vegetation. 3) If impacts on riparian habitat or rye grass tufts cannot be avoided as part of 	Project applicant(s) and/or contractor(s) of all project phases.	City of Fairfield and California Department of Fish & Game	Before approval of grading or improvement plans or any ground disturbing activities in any areas that could affect riparian or stream habitats.	

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Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>future project construction, the project applicant shall consult with DFG to determine whether a Section 1602 streambed alteration agreement may be required for alteration of these habitats.</p> <p>4) The acreage of riparian habitat that would be removed shall be replaced or restored/enhanced on a “no net loss” basis in accordance with DFG regulations, subject to limitations on its authority set forth in California Fish and Game Code Section 1600 et seq., and City policies.</p> <p>5) Compensatory mitigation for loss of riparian vegetation and rye grass tufts shall be accomplished through restoration and creation of native riparian vegetation and rye grass tufts along Union Creek within the Specific Plan Area, to the extent feasible. To avoid potential adverse effects to vernal pools and other wetland habitats and associated special-status species, riparian habitat restoration shall be restricted to the northern portions of Union Creek on Parcels 4 and 5 (the Solano Irrigation District and North Kelley properties). If habitat restoration/creation cannot be accommodated within the project site because of conflicts with SID management of the Union Creek channel, then an appropriate site elsewhere in the Union Creek watershed shall be identified for riparian habitat restoration/creation to offset losses of riparian habitat on the project site, as agreeable to DFG and the City. If an alternative site acceptable to the City and DFG is not available, compensatory mitigation shall be accomplished through purchase of in-kind mitigation credits from an approved mitigation bank within eastern Solano County.</p>				
<p>4.4-6a: Identify and map noxious weed infestations, avoid infested areas to the extent feasible.</p> <p>1) The following measures shall be implemented to reduce the risk of spreading noxious weeds:</p> <p>a) Prior to construction commencement, project applicants of all project phases shall hire a qualified botanist to identify and map all noxious weed infestations within project construction sites. The botanist shall contact the Solano County Agricultural Commissioner to obtain a current list of noxious weeds of concern.</p> <p>b) Areas infested by noxious weeds shall be fenced and avoided during construction if feasible. If these areas are to be developed and cannot be avoided, noxious weeds shall be removed at the onset of construction and disposed of properly. Proper disposal methods depend on the species, removal method, and the timing of removal. Appropriate methods of</p>	Project applicant(s) and/or contractor(s) of all project phases.	City of Fairfield	Before approval of grading or improvement plans	

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Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>disposal shall be determined by a qualified botanist or land manager experienced in weed eradication methods.</p> <p>c) Where it is not possible to keep equipment out of sites infested with noxious weeds, the equipment shall be cleaned so that it is free of soil, seeds, vegetative matter or other debris prior to being moved from infested sites to un-infested sites and prior to being transported out of the project area.</p>				
<p>4.4-6b: Assess riparian, marsh, and stream habitat, develop and implement an enhancement or restoration plan for riparian and marsh habitat, implement Mitigation Measures 4.4-1 and 4.4-4.</p> <p>1) City General Plan Policy OS 9.9 requires project proponents to assess important freshwater marsh, riparian, and open water habitats, such as habitats within and along Union Creek. Based on the habitat assessment, project proponents shall hire a qualified restoration ecologist to prepare a restoration or enhancement plan.</p> <p>2) Because alteration of streams and associated riparian and marsh habitat is regulated by DFG under Section 1602 of the California Game Code, a streambed alteration agreement would have to be developed and implemented for the Specific Plan, if impacts on these habitats would occur, as discussed in Mitigation Measure 4.4-4. Furthermore, all waters of the United States, including any wetlands supporting riparian or marsh habitat, are regulated by USACE under the Section 404 of the Clean Water Act, as discussed under Impact 4.4-1. Both the Section 1602 streambed alteration agreement and the Section 404 permit would require mitigation resulting in no net loss of habitats under their jurisdiction. Therefore, Mitigation Measures 4.4-1 and 4.4-4 shall be implemented as mitigation for impacts on riparian, marsh, and open water habitats protected under City General Plan Policy.</p>	Project applicant(s) and/or contractor(s) of all project phases affecting Union Creek.	California Department of Fish & Game and the City of Fairfield	Before issuance of grading permit or approval of improvement plans for any project phases that would affect Union Creek.	
Cultural Resources				
<p>4.5-1: Follow Fairfield General Plan and EIR Guidelines for Off-Site Improvements.</p> <p>1) Prior to final design of required infrastructure improvements required to support Specific Plan development, the City will require research, survey work, and other documentation of cultural resources, consistent with the Fairfield General Plan policies OS 10.3–10.5, OS 10.7, and OS 10.8 and Fairfield General Plan</p>	Project applicant(s) and/or contractor(s).	City of Fairfield	Throughout site preparation and construction activities for any	

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<p>EIR mitigation measures CR-1, as modified for this Specific Plan and provided in the material that follows:</p> <ul style="list-style-type: none"> a) Consult with the California Archaeological Inventory Northwest Information Center at Sonoma State University any off-site improvements needed to support Specific Plan buildout that could have an impact on cultural resources. b) Avoid impacts on cultural resources when archeological studies reveal the presence of cultural resources. If avoidance is infeasible, require site testing by a qualified archeologist to determine the significance of the resources, and implement recommended mitigation measures. c) Halt construction at a development site if cultural resources are encountered unexpectedly during construction and require consultation with a qualified archeologist to determine the significance of the resources. d) Require archeological studies by a “qualified archaeologists” meeting Secretary of the Interior’s standards in areas of archeological significance prior to approval of improvements needed to support Specific Plan buildout. e) Prepare an inventory of historic structures within any areas that could be affected by construction of off-site infrastructure and CRHR evaluation if necessary. f) If any significant historic resources would be adversely affected by off-site improvements, the improvements shall be redesigned, if feasible, to avoid impacts. g) If avoidance of a significant architectural resource is not feasible, the City will ensure that Historic American Building Survey (HABS)/Historic American Engineering Record (HAER) documentation is completed. 			required off-site traffic improvements needed to support Specific Plan buildout.	
<p>4.5-2: Impacts to Presently-Undocumented Cultural Resources.</p> <ul style="list-style-type: none"> 1) If an inadvertent discovery of cultural materials (e.g., unusual amounts of shell, animal bone, glass, ceramics, structure/building remains, etc.) is made during project-related construction activities or off-site infrastructure improvements needed to support Specific Plan buildout, ground disturbances in the area of the find shall be halted and a qualified professional archaeologist will be notified regarding the discovery. 2) The archaeologist shall determine whether the resource is potentially significant per the CRHR and develop appropriate mitigation to protect the integrity of the resource and ensure that no additional resources are impacted. 	Project applicant(s) and/or contractor(s).	City of Fairfield	Throughout site preparation and construction activities	

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Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
3) Mitigation could include, but not necessarily be limited to preservation in-place, archival research, subsurface testing, or contiguous block unit excavation and data recovery.				
4.5-3: Implement the Requirements of State Laws Pertaining to the Discovery of Human Remains. 1) If human remains of Native American origin are discovered during ground-disturbing activities, it is necessary to comply with state laws relating to the disposition of Native American burials, which falls within the jurisdiction of the California Native American Heritage Commission (NAHC) (Public Resources Code, Section 5097). If human remains are discovered or recognized in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: a) the Solano County coroner has been informed and has determined that no investigation of the cause of death is required and b) if the remains are of Native American origin, c) the descendants from the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in the Public Resources Code, Section 5097.98, or d) the California NAHC was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the NAHC. 2) According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the California NAHC.	Project applicant(s) and/or contractor(s).	City of Fairfield	Throughout site preparation and construction activities for on- and off-site improvements.	

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Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
Geology, Soils, and Paleontological Resources				
<p>4.6-1a: Prepare Site-Specific Design-Level Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations.</p> <p>1) Before approval of subdivision improvement plans within the Specific Plan and off-site infrastructure required to support Specific Plan buildout, each subdivider shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report at a design level, which shall be submitted for review and approval to the City. The final design level geotechnical engineering report shall address and make recommendations on the following:</p> <ul style="list-style-type: none"> a) site preparation; b) soil bearing capacity; c) appropriate sources and types of fill; d) potential need for soil amendments; e) road, pavement, and parking areas; f) structural foundations, including retaining-wall design; g) grading practices; h) soil corrosion of concrete, steel, ductile iron, and copper; i) erosion/winterization; j) fault rupture and associated hazards along the Vaca Fault; k) seismic ground shaking; l) liquefaction; and m) expansive/unstable soils. <p>2) Prior to approval of grading permits, in addition to the recommendations for the conditions listed above, the geotechnical investigation shall include on-site subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the applicable version of the CBC. Design and construction of all new project development shall be in accordance with the CBC. All recommendations contained in the final geotechnical engineering report shall be implemented by the project applicant(s) within the Specific Plan Area and for off-site improvements required to support the Specific Plan. Special recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins.</p> <p>3) For grading proposed near the Vaca Fault, the geotechnical report shall include a fault investigation. If the fault investigation confirms that the segment of the Vaca Fault through the project site is not active, then the risk of ground surface</p>	Project applicant(s) and/or contractor(s).	City of Fairfield	Before approval of improvement plans and grading permits	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>rupture due to faulting would be considered low. Conversely, in the event a fault investigation was to conclude this segment is active (Holocene), potentially active, or the investigation is inconclusive, then it may be necessary to establish a structural setback zone (to be determined by the geotechnical engineer in accordance with CBC requirements).</p> <p>4) The project applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.</p>				
<p>4.6-1b: Monitor Earthwork during Earthmoving Activities.</p> <p>1) Earthwork for projects within the Specific Plan and off-site infrastructure improvements required to support the Specific Plan at buildout shall be monitored by a qualified geotechnical or soils engineer retained by the project applicant(s). The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas.</p>	Project applicant(s) and/or contractor(s).	City of Fairfield	During site preparation/grading activities	
<p>4.6-2. Liquefaction.</p> <p>Implement Mitigation Measure 4.6-1a and 4.6-1b.</p>	Project applicant(s) and/or contractor(s).	City of Fairfield	Before approval of improvement plans and grading permits During site preparation/grading activities	
<p>4.6-3: Prepare and Implement a Grading and Erosion Control Plan.</p> <p>1) The construction contractor employed by the project applicant(s) of all project phases shall retain a copy of the Grading and Erosion Control Plan on-site and shall implement the plan during all earth-moving activities.</p> <p>2) Before grading permits are issued, the project applicant(s) for projects within the Specific Plan and off-site infrastructure improvements needed to support Specific Plan buildout shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City before issuance of grading permits for all new development. The plan shall be consistent with the City's Grading Ordinance</p>	Project applicant(s) and/or contractor(s).	City of Fairfield	The Grading and Erosion Control Plan shall be prepared by applicant and approved by the City before grading permits are issued.	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>and the state's NPDES permit, and shall include the site-specific grading associated with development for all project phases.</p> <p>3) The grading and erosion control plan shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeded with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot. The project applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials.</p> <p>4) Implementation of Mitigation Measure 4.9-1 (discussed in Section 4.9, "Hydrology and Water Quality - Land") would also help reduce erosion-related impacts.</p>			Implementation of the construction practices and protocols detailed in the Grading and Erosion Control Plan shall be implemented during project-related ground disturbing activities.	
<p>4.6-4: Prepare a Seismic Refraction Survey and Obtain Appropriate Permits.</p> <p>1) Mitigation Measure: Implement Mitigation Measure 4.6-1a.</p> <p>2) A rock outcropping area is located in the southeastern corner of property within APN 167-250-020, just south of the proposed roadway corridor leading from the southern "Employment" area to North Gate Road. If roadway or other construction activities occur in the rock outcropping area, before the start of any grading activities within the rock outcropping, a licensed geotechnical engineer shall be retained to perform a seismic refraction survey. Specific Plan Area-related excavation activities in the area of rock outcropping shall be carried out as recommended by the geotechnical engineer. Excavation may include the use of heavy-duty equipment, such as large bulldozers or large excavators, and may include blasting. Appropriate permits for blasting operations shall be obtained from the City prior to the start of any blasting activities.</p>	Project applicant(s) and/or contractor(s).	City of Fairfield	Before the start of any grading activities.	
<p>4.6-5. Expansive Soils.</p> <p>Implement Mitigation Measures 4.6-1a and 4.6-1b.</p>	Project applicant(s)	City of Fairfield	Before approval of improvement	

**Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
	and/or contractor(s).		plans and grading permits During site preparation/ grading activities	
4.6-6. Corrosive Soils. Implement Mitigation Measure 4.6-1a.	Project applicant(s) and/or contractor(s).	City of Fairfield	Before approval of improvement plans and grading permits	
4.6-8: Conduct Construction Personnel Education, Monitor Earthwork, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required. 1) To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources during earthmoving activities within the Pleistocene (“Older”) alluvium, project applicant(s) for projects within the Specific Plan and infrastructure improvements required to support Specific Plan buildout shall do the following: a) Before the start of any earthmoving activities within the Pleistocene (older) alluvium shown as “Qoal” in Exhibit 4.6-1, the project applicant(s) shall retain a qualified paleontologist or archaeologist to train all construction personnel involved with earthmoving activities (including the project superintendent), regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. b) If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the City. The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the City to be	Project applicant(s) and/or contractor(s) of all project sites within the Pleistocene (“Older”) alluvium.	City of Fairfield	During earthmoving activities in the Pleistocene (“Older”) alluvium	

Table 1 Summary of Mitigation Measures, Responsible Parties, and Timing				
Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.				
Greenhouse Gases and Climate Change				
4.7-1: Construction-Related GHG Mitigation 1) The following mitigation measures would help reduce construction-related GHG emissions. At the time projects under the Specific Plan are proposed, the City will require construction contractors to implement best management practices recommended by BAAQMD, including the following, as feasible: a) The construction contractor shall investigate the potential of using electrified equipment or equipment using other than diesel or gasoline to perform construction activities, with the objective of using alternative fueled (e.g., biodiesel, electric) construction vehicles/equipment for at least 15% of the fleet. b) The construction contractor shall demonstrate that locally extracted or manufactured building materials would be used for project construction and associated infrastructure when appropriate materials are available and economically feasible, with the goal of using building materials extracted or manufactured within the region. c) The construction contractor shall recycle or reuse at least 50% of construction waste or demolition materials. d) The construction contractor shall limit the amount of idling time for construction equipment to five minutes. Clear signs indicating this requirement shall be posted at all entrances to the construction site.	Project applicant(s) and/or contractor(s).	City of Fairfield	Throughout site design and construction activities	
Hazards and Hazardous Materials				
4.8-2a: Complete Phase I and/or II ESAs and Implement Recommended Measures. 1) Before the start of construction activities, the project applicant shall ensure that Phase I ESAs are completed for all sites subject to ground disturbance, and that additional site evaluations recommended in the Phase I ESAs are conducted. As described in Hazardous Materials Assessment Report Northeast Fairfield Station Area (Appendix G to this EIR) (ENGEO 2009), where Phase I ESAs have been completed, the following shall be implemented: a) complete a regulatory file review for the sites that may contain	Project applicant(s) and/or contractor(s).	City of Fairfield	Before the start of construction activities.	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>contaminated soils and/or groundwater;</p> <p>b) complete a detailed review of building records for parcels with existing or historic structure, where appropriate;</p> <p>c) complete a visual reconnaissance of each parcel that contains a potential REC;</p> <p>d) complete a broad soil and groundwater investigation to assess the potential for contaminated soil and groundwater for project sites with existing development.</p>				
<p>4.8-2b: Require Applicants for Future Development Entitlements to Retain a Licensed Professional to Investigate the Extent to Which Soil and/or Groundwater May Have Been Contaminated, Specifically on Parcels Not Covered by the Hazardous Materials Assessment Report Northeast Fairfield Station Area, and as Necessary Require Implementation of Required Measures.</p> <p>1) To reduce health hazards associated with potential exposure to hazardous substances, the City shall require that project applicants for projects developed under the Specific Plan Area implement the following measures.</p> <p>a) Project applicant shall prepare a Phase I ESA investigation for projects that were not addressed as a part of the Hazardous Materials Assessment Report Northeast Fairfield Station Area (Appendix G to this EIR) (ENGEO 2009). Project applicants shall implement recommendations from the Hazardous Materials Assessment Report, including those outlined in Table 1 appended to Hazardous Materials Assessment Report Northeast Fairfield Station Area (Appendix G to this EIR) (ENGEO 2009). If recommended by the Phase I, then the project applicant shall prepare a Phase II ESA investigation. These investigations shall follow Phase I and/or II ESA and/or other appropriate testing guidelines and shall include, as necessary, analysis of soil and/or groundwater samples taken at or near the potential contamination sites. Recommendations in the Phase I and/or II ESA(s) to address any contamination that is found shall be implemented by the project applicant before ground-disturbing activities are initiated in these areas. The City will require the same site investigation, as necessary, to avoid impacts associated with any off-site improvements that support the Specific Plan.</p> <p>b) Project applicant shall prepare a new Phase I ESA of sites that are proposed for dedication for school use. The Phase I ESA shall be submitted to DTSC for review and approval before CDE will approve dedication of or purchase</p>	Project applicant(s) and/or contractor(s).	City of Fairfield will document applicants' compliance with Solano County Environmental Health Division; DOGGR; and other regulatory agencies, such as DTSC, CDE, or RWQCB, recommendations and requirements, as warranted.	Before approval of any overall improvement plans and Subdivision Improvement Agreements; before issuing any grading permit for a Residential Subdivision (if the project applicant requests a permit prior to overall improvement plans and Subdivision Improvement Agreement); or before the	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>of the site. If toxic or hazardous substances, including pesticides, naturally occurring asbestos, or other regulated hazardous materials, are found to be present, subsequent studies (i.e., a Phase II Preliminary Endangerment Assessment, Phase III remedial action) shall be performed by the project applicant, as required by DTSC and CDE.</p> <p>c) If Phase I and/or Phase II ESAs indicate the presence of soil and/or groundwater contamination on a subject project site, the project applicant shall prepare a site remediation plan pursuant to California Health and Safety Code Section 25401.05(a)(1) that identifies any necessary remediation activities appropriate for proposed land uses, including excavation and removal of on-site contaminated soils, redistribution of clean fill material on the project site, and remediation of contaminated groundwater (e.g., installation of groundwater extraction and treatment [GET] facilities). The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the site (e.g., compliance with Division of Traffic Operations (DTO) and Caltrans transport regulations, and disposal at facilities permitted by EPA and/or DTSC to accept hazardous wastes). If contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the County, DTSC, and other appropriate regulatory agencies as required (e.g., the RWQCB), and shall follow required actions specified by the regulatory agencies (e.g., dewater the excavated area, properly dispose of contaminated groundwater, or set up GET facilities as required). The contractors of any proposed project in the Specific Plan Area shall be required to comply with the site remediation plan, which shall outline measures for specific handling and reporting procedures for hazardous materials, and disposal of hazardous materials removed from the site at an appropriately permitted off-site disposal facility. The site remediation plan shall remain at the contamination site during remediation activities.</p> <p>d) The project applicant shall retain a licensed contractor to remove any existing USTs, leaking USTs, and ASTs within the subject project site. Additionally, any stained soils associated with the debris piles, USTs, and/or ASTs shall also be removed by the licensed contractor, in accordance with Solano County Environmental Management Department and RWQCB regulations, including Division 7 of the California Water Code (Porter Cologne Water Quality Control Act) and the State Water</p>			issuance of any grading permit for any single-family residence or commercial development.	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>Resources Control Board regulations (Underground Tank Regulations, CCR 23 Division 3, Chapter 16).</p> <p>e) The project applicant shall retain a licensed contractor to remove and dispose of any transite (a hard, fireproof composite material that, prior to the 1980's contained cement and asbestos) pipe found within the subject project site, in accordance with Section 39658(b)(1) of the Health and Safety Code and EPA's National Emission Standards for Hazardous Air Pollutants for Asbestos.</p> <p>f) The project applicant shall retain a licensed contractor to remove any existing on-site septic systems in accordance with applicable local, state, and federal regulations.</p> <p>g) The project applicant shall retain a California-Occupational Safety and Health Act (Cal-OSHA)-certified Asbestos Consultant and Lead Based Paint Inspector/Assessor before demolition of any on-site buildings to investigate whether any asbestos-containing materials or lead-based paints are present. If any materials containing asbestos or lead are found, they shall be removed by an accredited contractor in accordance with CCR 17 Section 36000 and 36100 (lead based paint) and Section 39658(b)(1) of the Health and Safety Code (asbestos). In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal-OSHA asbestos and lead worker construction standards. The materials containing asbestos and lead shall be disposed of in accordance with applicable laws and regulations, at an appropriately permitted off-site disposal facility.</p> <p>h) The project applicant shall obtain an assessment conducted by PG&E pertaining to the contents of any existing pole-mounted transformers located on the subject project site. The assessment shall determine whether existing on-site electrical transformers contain polychlorinated biphenyls (PCBs) and whether there are any records of spills from such equipment. If equipment containing PCB is identified, the maintenance and/or disposal of the transformer by the project applicant shall be subject to the regulations of the Toxic Substances Control Act under the authority of the Solano County Environmental Health Division.</p>				

**Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>4.8-5: Consult with Travis Air Force Base.</p> <p>1) Project applicant(s) of project phases that propose creation of wetlands within 10,000 feet of a runway at Travis Air Force Base shall consult with representatives of Travis Air Force Base and incorporate conditions, as necessary, to avoid substantial increase in the potential for bird-strike incidents. Implementation: Project applicant(s) of project phases that propose creation of wetlands within 10,000 feet of a runway at Travis Air Force Base.</p>	Project applicant(s) and/or contractor(s).	City of Fairfield	Before approval of tentative maps, conditional use permits, improvements plans, or area plans where the plans for which project applicant(s) propose creation of wetlands within 10,000 feet of a runway at Travis Air Force Base to mitigate impacts.	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
4.8-6: Prepare and Implement a Vector Control Plan. 1) The City will require that project applicant(s) of project phases that include the proposed lake shall prepare and implement a vector control plan. This plan shall be prepared in coordination with SCMD and shall be submitted to the City for approval before issuance of the grading permit for the lake. The plan shall incorporate measures deemed sufficient by SCMD to minimize public health risks from mosquitoes. The plan shall include the following: a) description of the project; b) description of the lake and all facilities that would control on-site water levels; c) goals of the plan; d) description of the water management elements and features that would be implemented: i) best management practices (BMPs) that would be implemented on-site, ii) public education and awareness, iii) sanitary methods used (e.g., disposal of garbage), iv) mosquito-control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvacides, circulating water), and v) storm water management (consistent with the storm water management plan). 2) long-term maintenance of the lake and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner's association, community facilities district, landscaping and lighting district, or similar mechanism). 3) To reduce the potential for mosquitoes to reproduce in the lake and detention basins, the project applicant(s) shall coordinate with the SCMD to identify and implement BMPs based on their potential effectiveness for project site conditions. Potential BMPs that the project applicant(s) implement shall include, but are not limited to, the following practices: a) Stock the lake and detention basins with mosquito, fish, guppies, backswimmers, flatworms, and/or other invertebrate predators. b) Maintain a stable water level in the lakes/detention basins to reduce water level fluctuation resulting from evaporation, transpiration, outflow, and seepage.	Project applicant(s) and/or contractor(s) of all project phases that propose the lake.	City of Fairfield	Before issuance of the grading permit for the project water feature and during long-term project operation.	

**Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
4.8-7 Prohibit Construction of Housing Units within 200 Feet of 230-kV Transmission Line. 1) Prior to approval for residential projects proposed under the Specific Plan located adjacent to the 230-kV powerline, the City will require that project applicant(s) demonstrate that no housing unit would be constructed within 200 feet of the transmission line. Uninhabited improvements, such as landscaping, garages, sheds, parking areas are permissible within the 200-foot transmission line buffer.	Project applicant(s) and/or contractor(s).	City of Fairfield	Before approval of subdivision map/s	
Hydrology and Water Resources				
4.9-1: Acquire Appropriate Regulatory Permits and Implement SWPPP and BMPs. 1) Before the approval of grading permits and improvement plans, project applicants within the Specific Plan Area shall consult with the City of Fairfield, the San Francisco Bay RWQCB, and the Central Valley RWQCB to acquire the appropriate regulatory approvals that may be necessary to obtain a SWRCB statewide NPDES stormwater permit for general construction activity, and any other necessary site-specific Waste Discharge Requirements (WDRs) or waivers under the Porter-Cologne Act. The project applicant shall either obtain an individual permit or apply for coverage under the statewide general permit. 2) The project applicant shall prepare and submit the appropriate Notice of Intent (NOI) and prepare the SWPPP and any other necessary engineering plans and specifications for pollution prevention and control and to minimize and control runoff and erosion. After completion of construction and issuance of a Notice of Completion by the City, the project applicant shall prepare and submit the appropriate Notice of Termination (NOT) of the NOI. 3) The SWPPP and BMPs therein shall identify and specify: <ul style="list-style-type: none"> a) the use of erosion and sediment-control BMPs, including construction techniques that will reduce the potential for runoff as well as other measures to be implemented during construction. These may include but not be limited to sedimentation ponds, inlet protection, perforated riser pipes, check dams and silt fences; b) the means of waste disposal; c) the implementation of approved local plans, nonstormwater-management controls, permanent postconstruction BMPs, and inspection and maintenance responsibilities; 	Project applicant(s) and/or contractor(s).	City of Fairfield and, as appropriate, San Francisco Bay RWQCB and/or the Central Valley RWQCB	Before the approval of grading permits and improvement plans (1) and (2). After completion of construction and issuance of a Notice of Completion by the City, the project applicant shall prepare and submit the appropriate Notice of Termination (NOT) of the NOI (2). During construction and site development activities (4).	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<ul style="list-style-type: none"> d) the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges, and other types of materials used for equipment operation; e) spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills; f) personnel training requirements and procedures that will be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP; and g) the appropriate personnel responsible for supervisory duties related to implementation of the SWPPP. <p>4) Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction and shall be used in all subsequent site development activities. BMPs shall include the following measures:</p> <ul style="list-style-type: none"> a) Implementing temporary erosion-control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation. b) Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration. c) Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure. <p>5) All construction contractors shall retain a copy of the approved SWPPP on the construction site.</p>				
<p>4.9-2. Prepare and Submit Final Drainage Plans to the City and Implement Requirements.</p> <p>1) Before the approval of grading plans and final maps, the project applicant(s) for developments within the Specific Plan Area shall submit final drainage plans to the City of Fairfield and Fairfield-Suisun Sewer District (FSSD) demonstrating that off-site upstream runoff would be appropriately conveyed through the</p>	Project applicant(s) and/or contractor(s).	City of Fairfield and Fairfield-Suisun Sewer District	Before the approval of grading plans and final maps	

**Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>subject project site, and that project-related on-site runoff would be appropriately contained in detention basins to reduce flooding impacts.</p> <p>2) The drainage plan shall include, but not be limited to, the following items:</p> <ul style="list-style-type: none"> a) an accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods approved by the City, that accurately evaluates potential changes to runoff, including increased surface runoff ; b) projects near DWR’s North Bay Aqueduct (NBA) shall demonstrate that any project road and utility crossings of the NBA easement shall accommodate, and not adversely affect the drainage system that the NBA drainage alignment utilizes to transport runoff to the McCoy Basin. c) if necessary, a DWR encroachment permit shall be obtained by the developer, and permit conditions incorporated into project design and implementation (Potential conflicts may occur where the NBA alignment crosses Peabody Road and Cement Hill Road. The road improvements will be required to accommodate, and not adversely affect, the drainage system that NBA utilizes to transport water discharge to the McCoy Basin); d) establishment of ongoing maintenance plans for a self-perpetuating drainage system maintenance program for each grading and drainage plan, pursuant to the San Francisco Bay RWQCB Municipal Regional Stormwater NPDES Permit Order R2-2009-0074, that includes annual inspections of detention basins, sedimentation basins, drainage ditches, and drainage inlets. e) any accumulation of sediment or other debris shall be promptly removed pursuant to Mitigation Measure 4.9-1. <p>3) The final drainage plan shall demonstrate to the satisfaction of the City of Fairfield and FSSD that 100-year flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the project site would not increase as a result of the Specific Plan. The final drainage plan shall demonstrate that stormwater facilities would appropriately convey off-site runoff and would appropriately contain project-related runoff so as not to adversely affect McCoy Basin operations.</p> <p>4) Detailed hydraulics analysis shall be performed prior to road and rail spur construction over Union Creek and other crossings in the 100-year floodplain to determine and include the appropriate culvert sizes and locations such that adequate hydraulic conveyances for the 100-year flood are maintained.</p>				

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>4.9-3. Prepare and Submit a Stormwater Quality Control Plan to the City and Implement Requirements.</p> <p>1) Before the approval of grading plans and final maps, a detailed water quality control plan shall be required and prepared by a qualified engineer retained by the project applicant(s). Drafts of this plan shall be submitted to the City for review and approval concurrently with development of tentative subdivision maps.</p> <p>2) This water quality control plan shall be in compliance with the San Francisco Bay RWQCB Municipal Regional Stormwater NPDES Permit Order R2-2009-0074 and shall finalize the water quality improvements and further detail the structural and nonstructural BMPs and LID features proposed for the project and will include a quantitative analysis of proposed conditions incorporating these features.</p> <p>3) Because the Specific Plan is anticipated to have its discretionary approvals prior to December 2011 it would not be subject to the San Francisco Bay RWQCB Municipal Regional Stormwater NPDES Permit Order R2-2009-0074 and passive, low-maintenance BMPs (e.g., grassy swales, vegetated filter strips, porous pavements) would be the preferred stormwater treatment approach.</p> <p>4) The water quality study shall demonstrate, based on accepted engineering methodology, that the proposed water quality BMPs meet or exceed requirements established by the San Francisco Bay RWQCB and Central Valley RWQCB, as applicable.</p> <p>5) The project drainage features shall be designed to reduce the potential adverse impacts from urban stormwater runoff in conformance with City development standards. This would be accomplished by way of water-quality BMPs and stormwater basins. As shown in Exhibit 4.9-3 and discussed in Impact 4.9-1, 10 detention basins are proposed, which would serve to detain peak flows. In addition to these basins, LID features would also be built into the Specific Plan Area. The drainage patterns of the developed watershed after development of the project will remain as close as possible to the existing drainage patterns. The proposed LID features may include, but not be limited to, bioswales, on-site bioretention, and porous pavement.</p>	Project applicant(s) and/or contractor(s).	City of Fairfield and, as appropriate, San Francisco Bay RWQCB and/or the Central Valley RWQCB	Before the approval of grading plans and final maps.	
<p>4.9-4. Implement Mitigation Measure 4.9-2. Prepare and Submit Final Drainage Plans to the City and Implement Requirements.</p>	Project applicant(s) and/or	City of Fairfield and Fairfield-Suisun Sewer	Before the approval of grading plans	

**Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
	contractor(s).	District	and final maps	
Land Use				
<p>4.10-3: Reduce Conflicts with the Greenbelt.</p> <ol style="list-style-type: none"> 1) Land proposed as open space, including Greenbelt lands and habitat conservation, shall have a conservation easement or some other long-term mechanism for permanent open space preservation. 2) The Specific Plan shall provide for a financing district or some other mechanism approved by the City to pay for long-term maintenance of open space lands, as designated under the Specific Plan. 3) New development under the Specific Plan shall pay, on a fair-share basis, for the cost of acquisition of open space lands proposed to be added to the Greenbelt. 4) The City shall review and condition projects proposed under the Specific Plan to be consistent with the Specific Plan's landscaping and design guidance and to avoid conflicts with Greenbelt Agreement criteria. 5) The City will use the following benchmarks of performance to preserve important aspects of Greenbelt: <ol style="list-style-type: none"> a) The Specific Plan shall avoid a net loss of Greenbelt land; b) The landscape design for areas visible from existing roads within the Greenbelt shall incorporate elements of the existing landscape, including rural and agricultural features, hillside grasslands, native trees, native grasses, and other vegetation; c) The design approach shall set back development, use vegetative or other screening techniques, or through other mechanisms ensure that "Employment" development areas under the Specific Plan do not decrease the effective travel distance along existing roads within the Greenbelt area along which viewers experience views of open space; and d) The Specific Plan shall incorporate design elements that preserve the Greenbelt's visual integrity, as defined in the Greenbelt Agreement and exhibits to this Agreement. 	Project applicant(s) and/or contractor(s).	City of Fairfield	Prior to approval of tentative map and/or conditional use permit for projects accommodated under the Specific Plan within the existing or proposed Greenbelt.	
Noise				
<p>4.11-1: Construction Noise Mitigation.</p> <p>Projects proposed under the Specific Plan involving construction within 1,200 feet of any noise-sensitive land use shall incorporate the following measures.</p>	Project applicant(s)	City of Fairfield	Throughout site preparation and	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
1) Construction equipment shall be properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., mufflers, silencers, wraps). All impact tools will be shrouded or shielded and all intake and exhaust ports on power equipment will be muffled or shielded. 2) Construction equipment will not be idled for extended periods of time. 3) Fixed/stationary equipment (such as generators, compressors, rock crushers, and cement mixers) shall be located as far as possible from noise-sensitive receptors. 4) Noise-generating portable equipment shall be located as far as possible from noise-sensitive receptors. 5) Equipment shall be stored and maintained as far as possible from noise-sensitive receptors. 6) Acoustic barriers shall be installed around construction noise sources if required to meet City construction noise standards as experienced at adjacent noise-sensitive land uses. 7) An on-site coordinator shall be employed by the project applicant/contractor, and his or her telephone number along with instructions on how to file a noise complaint shall be posted conspicuously around the project site during construction. The coordinator's duties shall include fielding and documenting noise complaints, determining the source of the complaint (e.g., piece of construction equipment), determining whether noise levels are within acceptable limits, according to City standards, implementing any feasible mitigation measures to alleviate noise levels, and reporting complaints to the City. The coordinator will contact nearby noise-sensitive receptors prior to the start of construction activities, advising them of the construction schedule. 8) Outdoor construction and related activities shall be limited to daytime hours (7 a.m. to 10 p.m.). 9) Construction activities shall comply with all requirements of the City of Fairfield's Noise Ordinance.	and/or contractor(s).		construction activities	
4.11-4: Stationary Noise Source Reduction Measures and Design Criteria. HVAC Systems 1) Implement best available design considerations and shielding when installing stationary noise sources associated with HVAC systems to ensure that requirements of the City of Fairfield Noise Ordinance are met. 2) For commercial uses located within 200 feet of existing or planned noise-sensitive land uses, prior to the issuance of a building permit, the applicant, or	Project applicant(s) and/or contractor(s) of all projects involving HVAC	City of Fairfield	Prior to design and implementation of on-site stationary noise sources, such as	

**Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
its designee, shall demonstrate that any proposed on-site mechanical equipment will be located, enclosed, shielded with barriers, or otherwise designed to comply with the City Noise Ordinance. This demonstration may require an acoustical study based on site plans to identify all noise-generating equipment, predict noise levels at the property line from all identified equipment, and recommend mitigation to be implemented (e.g., enclosures, barriers, site orientation, or other measures).	installation.		HVAC systems.	
Commercial Developments 1) Implement best available design considerations and shielding when developing site plans for commercial land uses containing loading docks, delivery areas, and parking lots to ensure that requirements of the City of Fairfield Noise Ordinance are met. 2) For commercial uses involving parking or loading areas within 500 feet of existing or planned noise-sensitive uses, prior to the issuance of a building permit, the applicant, or its designee, shall demonstrate that any proposed parking and loading areas are located and designed to comply with the City's noise ordinance. The City may require an acoustical study(s) of proposed commercial land use site plans to identify all noise-generating areas and associated equipment, predict noise levels property line from all identified areas, and recommended mitigation to be implemented (e.g., enclosures, barriers, site orientation, reduction of parking stalls), as necessary, to comply with the City Noise Ordinance.	Project applicant(s) and/or contractor(s) of all projects involving commercial development.	City of Fairfield	Prior to design and implementation of development of commercial areas.	
Emergency Generators 1) All emergency generators shall be located within enclosures, behind barriers, or oriented within the site design to eliminate the line of sight from noise-sensitive receptors.	Project applicant(s) and/or contractor(s) of all projects involving permanent generators.	City of Fairfield	Prior to design and implementation of development of generator installation.	
Parkland 1) All active park facilities (softball, soccer, team sport facilities) shall be located within the park at a maximum feasible distance from adjacent existing and planned sensitive receptors. Active parks shall have posted hours that indicate the park is closed between 10 p.m. and 7 a.m., in order to ensure compliance	Project applicant(s) and/or contractor(s) and park	City of Fairfield	During design and implementation of park site design and	

**Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
with Fairfield noise standards and minimize disturbances.	management during planning and operational phases of Specific Plan parks.		management policies.	
Pumping Stations 1) Implement best design considerations and shielding when installing stationary noise sources associated with pump and lift stations to ensure that requirements of the City of Fairfield Noise Ordinance are met. 2) All Pump and Lift Stations constructed within the Specific Plan Area (including those in non-sensitive land use areas), prior to the issuance of a building permit, the applicant, or its designee, shall demonstrate that any proposed on-site mechanical equipment will be located, enclosed, shielded with barriers, or otherwise designed to comply with the City Noise Ordinance at the nearest sensitive receptors. This demonstration may require an acoustical study based on site plans to identify all noise-generating equipment, predict noise levels at the property line from all identified equipment, and recommend mitigation to be implemented (e.g., enclosures, barriers, site orientation, ventilation requirements, or other measures).	Project applicant(s) and/or contractor(s) of all projects involving pump and lift station installation.	City of Fairfield	Prior to design and permit issuance of on-site sewer and water utilities.	
4.11-5a. Noise Attenuation in Areas Adjacent to Higher-Volume Roadways. 1) For projects proposed under the Specific Plan, the City will require mitigation needed to achieve noise levels of 60 db L _{dn} /CNEL or lower as experienced at outdoor activity areas of residential uses. Where it is not possible to reduce noise in outdoor activity areas to 60 db L _{dn} /CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dBA L _{dn} /CNEL may be allowed provided that all feasible exterior noise-level reduction measures have been implemented and interior noise levels would be 45 dBA L _{dn} or less. Proposed residential development within ¼ mile of the approved train station shall include mitigation, as feasible, with the goal of providing noise levels of 60 db L _{dn} /CNEL or lower, as experienced at planned outdoor activity areas. However, noise barriers are not permitted along roadways within ¼ mile of the approved train station and the maximum allowable noise level in this area is 70 L _{dn} /CNEL.	Project applicant(s) and/or contractor(s) of projects that propose residential uses.	City of Fairfield	Prior to final site design and construction, and prior to issuance of occupancy permit.	

**Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>2) Attenuation can be achieved through site planning, noise attenuation barriers, strategic placement of buildings located between the noise source and outdoor activity areas, or a combination of these techniques, as detailed in Table 4.11-22. Attenuation levels identified in this mitigation measure shall be verified by a certified acoustical consultant.</p> <p>3) Where noise attenuation barriers are used, they shall extend to or wrap around access points to ensure effectiveness. Barriers shall be made of a material that is solid and of standard wood/plaster or concrete construction design with a minimum absorption coefficient of 0.50 and a demonstrated Sound Transmission Class (STC) rating of 15 or greater as defined by ASTM Test Method E90.</p> <p>4) Noise attenuation can also occur through structures, such as garages, storage buildings, or other types of buildings and structures with a minimum STC rating of 15. If structures are used instead of a continuous noise barrier, in general, they must cover a minimum of 65% of the exposed lot areas to achieve a noise reduction of approximately 5 dBA and 100% of exposed lot areas to achieve a noise reduction of approximately 10 dBA (Caltrans 2009: 2-40).</p> <p>5) Project applicants shall demonstrate that interior noise levels attributable to transportation noise would not exceed 45 dBA L_{dn} for proposed residential units affected by roadway noise.</p>				
<p>4.11-5b. Noise Attenuation Adjacent to Vanden Road and the UPRR.</p> <p>1) The City will require a berm, noise barrier, combination berm/barrier, and/or continuous building coverage between the UPRR and proposed outdoor activity areas associated with residential uses to achieve City noise standards (Table 4.11-23).</p> <p>2) For projects proposed under the Specific Plan, the City will require mitigation needed to achieve noise levels of 60 db L_{dn}/CNEL or lower as experienced at outdoor activity areas of residential uses. Where it is not possible to reduce noise in outdoor activity areas to 60 db L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dBA L_{dn}/CNEL may be allowed provided that all feasible exterior noise-level reduction measures have been implemented and interior noise levels would be 45 dBA L_{dn} or less. Proposed residential development within ¼ mile of the approved train station shall include mitigation, as feasible, with the goal of providing noise levels of 60 db L_{dn}/CNEL or lower as experienced at outdoor activity areas. Feasible mitigation shall be included, but the maximum allowable</p>	Project applicant(s) and/or contractor(s) of projects that propose residential uses.	City of Fairfield	Prior to final site design and construction, and prior to issuance of occupancy permit.	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>noise level in this area is 70 L_{dn}/CNEL. Attenuation levels identified in this mitigation measure shall be verified by a certified acoustical consultant.</p> <p>3) Where noise attenuation barriers are used, they shall extend to or wrap around access points to ensure effectiveness. Barriers shall be made of a material that is solid and of standard wood/plaster or concrete construction design with a minimum absorption coefficient of 0.50 and a demonstrated Sound Transmission Class (STC) rating of 15 or greater as defined by ASTM Test Method E90.</p> <p>4) Project applicants shall demonstrate that interior noise levels attributable to railroad noise would not exceed 45 dBA L_{dn} for proposed residential units affected by railroad noise.</p> <p>5) Residential developments within ¼ mile of the train station shall include homebuyer/renter notification of the presence of the railroad and the associated noise, including the presence of train whistles.</p>				
Public Services and Recreation				
<p>4.13-1. Identify a Final Site for Relocation of Station 39.</p> <p>Conduct environmental analysis of relocation of the fire station and operation of a relocated fire station and mitigate as necessary to avoid significant impacts under CEQA.</p> <p>1) The Specific Plan and projects accommodated under the Specific Plan shall contribute on a fair-share basis to the cost of acquisition, construction, and operation of needed fire response, per City standards. Among other options, establishment of a Community Facilities District may be considered by the City for funding of needed services. Specific Plan development shall be phased to ensure that fire protection services are available, per City standards, prior to operation of new development accommodated under the Specific Plan.</p> <p>2) Concurrent with City approval of the initial subdivision map within the Specific Plan Area, the City shall identify a site, based on the recommendations in the Citygate study, for the relocation of Station 39. The selected site shall be located such that 80% of the service area for the station would be within a 5-minute service range, as required by the City's standard.</p> <p>3) The City shall direct project-specific environmental analysis and shall locate, design, construct, and operate the new fire station, as required, to mitigate impacts related to short- and long-term air quality, greenhouse gas, and climate</p>	City of Fairfield	City of Fairfield Fire Department	Contribute fair-share funding prior to issuance of building permit. Concurrent with City approval of the initial subdivision map within the Specific Plan Area, the City shall identify a site for the relocation of Station 39. Conduct environmental	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>change impacts, and shall ensure that the new fire station is subject to all applicable mitigation measures identified in this EIR. The City will consider mitigation recommendations of, and communicate with the Bay Area Air Quality Management District, as appropriate in analyzing and mitigating impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts, as defined under CEQA.</p> <p>4) The City shall direct site-specific environmental analysis and shall locate, design, construct, and operate the new fire station, as required, to mitigate impacts related to short- and long-term biological resource impacts, and shall ensure that the new fire station is subject to all applicable mitigation measures identified in this EIR. The City will consider mitigation recommendations of, and communicate with, the U.S. Fish & Wildlife Service and California Department of Fish and Game, as appropriate, in analyzing and mitigating impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA.</p> <p>5) The City shall direct site-specific environmental analysis and shall locate, design, construct, and operate the new fire station, as required, to mitigate impacts related to short- and long-term cultural resource impacts, and shall ensure that the new fire station is subject to all applicable mitigation measures identified in this EIR. The City will consider mitigation recommendations of, and communicate with the State Office of Historic Preservation and other relevant responsible or trustee agencies and local historic organizations, as appropriate, in analyzing and mitigating cultural resource impacts. Cultural resource impacts will be analyzed and mitigated according to standards in the CEQA statutes and Guidelines. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA.</p> <p>6) City drainage studies and standards will be implemented to avoid impacts, as required. The City shall require appropriate BMPs during construction to avoid significant hydrological and water quality-related impacts. The City shall direct environmental analysis and shall locate, design, construct, and operate any new fire stations, as required, to mitigate impacts related to short- and long-term</p>			<p>review before acquisition of the site by the City. Apply relevant City standards and mitigation during construction and operation.</p>	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>hydrology and water quality impacts. The City will consider mitigation recommendations of, and communicate with the Regional Water Quality Control Board, as appropriate, in analyzing and mitigating impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA.</p> <p>7) The City shall direct environmental analysis and shall locate, design, and construct the new fire station, as required, to mitigate impacts related to short- and long-term significant geology, soils, and paleontological resource impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA.</p> <p>8) The City shall locate, design, and construct the new fire station, as required, to avoid significant geology, soils, and paleontological resource related impacts, as feasible. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA.</p> <p>9) The City shall direct environmental analysis and shall locate, design, construct, and operate any the fire station, as required, to mitigate impacts related to short- and long-term noise impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA.</p> <p>10) The City shall direct environmental analysis and shall locate, design, construct, and operate the new fire station, as required, to mitigate impacts related to traffic hazard impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts, as defined under CEQA.</p>				
<p>4.13-2. Identify a Strategy to Provide Expanded Police Protection Facilities and Services, as Appropriate.</p> <p>Conduct environmental analysis of construct and operation of any expanded police</p>	City of Fairfield	City of Fairfield	Contribute fair-	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>protection facilities and mitigate, as necessary, to avoid significant impacts under CEQA.</p> <p>1) The Specific Plan and projects accommodated under the Specific Plan shall contribute on a fair-share basis to the cost of acquisition, construction, and operation of needed law enforcement, per City standards. Among other options, establishment of a Community Facilities District may be considered by the City for funding of needed services. Specific Plan development shall be phased to ensure that law enforcement services are available, per City standards, prior to the time that such services are needed during Specific Plan buildout.</p> <p>2) The City shall direct site-specific environmental analysis and shall locate, design, construct, and operate any new police protection facilities, as required, to mitigate impacts related to short- and long-term air quality, greenhouse gas, and climate change impacts, and shall ensure that the new police facility is subject to all applicable mitigation measures identified in this EIR. The City will consider mitigation recommendations of, and communicate with the Bay Area Air Quality Management District, as appropriate in analyzing and mitigating impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts, as defined under CEQA.</p> <p>3) The City shall direct site-specific environmental analysis and shall locate, design, construct, and operate any new police protection facilities, as required, to mitigate impacts related to short- and long-term biological resource impacts , and shall ensure that the new police facility is subject to all applicable mitigation measures identified in this EIR. The City will consider mitigation recommendations of, and communicate with the Fish & Wildlife Service and California Department of Fish and Game, as appropriate, in analyzing and mitigating impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA.</p> <p>4) The City shall direct site-specific environmental analysis and shall locate, design, construct, and operate any new police protection facilities, as required, to mitigate impacts related to short- and long-term cultural resource impacts, and shall ensure that the new police facility is subject to all applicable mitigation measures identified in this EIR. The City will consider mitigation recommendations of, and communicate with the State Office of Historic</p>			<p>share funding prior to issuance of building permit. Concurrent with City approval of the initial subdivision map within the Specific Plan Area, the City shall identify the strategy for providing additional police protection facilities in the vicinity of the Specific Plan Area.</p> <p>Environmental review shall occur prior to site acquisition. Apply relevant City standards and mitigation during construction and operation.</p>	

**Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>Preservation and other relevant responsible or trustee agencies and local historic organizations, as appropriate, in analyzing and mitigating cultural resource impacts. Cultural resource impacts will be analyzed and mitigated according to standards in the CEQA statutes and Guidelines. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA.</p> <p>5) City drainage studies and standards will be implemented to avoid impacts, as required. The City shall require appropriate BMPs during construction to avoid significant hydrological and water quality-related impacts. The City shall direct environmental analysis and shall locate, design, construct, and any new police protection facilities, as required, to mitigate impacts related to short- and long-term hydrology and water quality impacts. The City will consider mitigation recommendations of, and communicate with the Regional Water Quality Control Board, as appropriate, in analyzing and mitigating impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA.</p> <p>6) The City shall direct environmental analysis and shall locate, design, and construct any new police protection facilities, as required, to mitigate impacts related to short- and long-term significant geology, soils, and paleontological resource impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA.</p> <p>7) The City shall locate, design, and construct any new police protection facilities, as required, to avoid significant geology, soils, and paleontological resource related impacts, as feasible. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City's General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA.</p> <p>8) The City shall direct environmental analysis and shall locate, design, construct, and operate any new police protection facilities, as required, to mitigate impacts related to short- and long-term noise impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation</p>				

<p style="text-align: center;">Table 1 Summary of Mitigation Measures, Responsible Parties, and Timing</p>				
Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>measures in the City’s General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts as defined under CEQA.</p> <p>9) The City shall direct environmental analysis and shall locate, design, construct, and operate any new police protection facilities, as required, to mitigate impacts related to traffic hazard impacts. The City shall require environmental analysis, incorporating all relevant programmatic mitigation measures in the City’s General Plan EIR and the Specific Plan EIR that would be required to reduce potentially significant impacts, as defined under CEQA.</p>				
<p>4.13-3. School Facilities Planning.</p> <p>1) The City shall continue to work cooperatively with the Travis Unified School District to identify land for elementary schools in appropriate locations in the City's northeast area. In particular, the City will continue to provide updated information, as requested, regarding cumulative development plans and active or proposed development applications. The City will also provide the School District with proposed plans for residential development when submitted to the City by private developers.</p> <p>2) Following the completion of all necessary CEQA review and documentation by the School District and the subsequent acquisition of land for a new school, the City will promptly process an application by the District to amend the General Plan Land Use Diagram to identify the acquired property with a Public Facility land use designation, in accordance with the requirements of law. The City may bundle the amendment with other amendments pending during the calendar year due to the limitation on the number of amendments that are permitted under state law in a calendar year.</p> <p>3) If additional land for schools is acquired within the boundary of the Specific Plan, following the completion of all necessary CEQA review and documentation by the School District, the City will promptly process an application by the School District to amend the Specific Plan Land Use exhibit and other pertinent information in the Specific Plan to reflect the planned school, in accordance with the requirements of law.</p> <p>4) If land for a school site is within the Specific Plan boundary, or otherwise within one half mile of the Fairfield-Vacaville Train Station, the City will strongly encourage the District to consider school site designs that are more land efficient than a single-story plan. In particular, multiple story buildings or joint-use facilities, where feasible, would be encouraged to reflect the higher-density, transit-oriented, pedestrian-friendly character of the Specific Plan and its</p>	City of Fairfield	City of Fairfield	Throughout Specific Plan buildout	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
surroundings.				
4.13-4. Fund Library Services. 1) The Specific Plan and projects accommodated under the Specific Plan shall contribute on a fair-share basis to the cost of acquisition, construction, and operation of needed library services, per City standards. Among other options, payment of Solano County public facilities impact fee would be considered for funding of needed services. Specific Plan development shall be phased to ensure that library services are available, per City standards, prior to the time that such services are needed during Specific Plan buildout.	Project applicant(s) and/or contractor(s) and City of Fairfield.	City of Fairfield	Contribute fair-share funding prior to issuance of building permit. Phasing for service availability shall occur throughout Specific Plan buildout	
4.13-6. Fund Parks and Recreation Facilities. 1) The Specific Plan and projects accommodated under the Specific Plan shall contribute on a fair-share basis to the cost of acquisition, construction, and operation of needed parks and recreation facilities, per City standards. Among other options, establishment of a Community Facilities District may be considered by the City for funding of needed services. Specific Plan development shall be phased to ensure that parks and recreation facilities are available, per City standards, prior to the time that such services are needed during Specific Plan buildout.	Project applicant(s) and/or contractor(s) and City of Fairfield.	City of Fairfield	Contribute fair-share funding prior to issuance of building permit. Phasing for service availability shall occur throughout Specific Plan buildout	
Transportation				
4.14-1: Implement Mitigation Measure 4.14-8.				
4.14-2. Support for Regional Transportation Projects and Payment of Regional Transportation Impact Fees. 1) The City of Fairfield will provide funding for the Jepson Parkway segments within the City based on existing agreements with STA. 2) Projects developed under the Specific Plan shall pay applicable regional transportation impact fees, if and when such fees are developed by the STA, and applicable property assessments for transportation improvements.	Project applicant(s) and/or contractor(s) and City of Fairfield.	City of Fairfield	New development within the Specific Plan area shall be	

Table 1 Summary of Mitigation Measures, Responsible Parties, and Timing				
Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
			required to pay those fee(s) in effect at the time of development prior to the issuance of a building permit.	
4.14-3. Contribute Toward Funding for Bus Transit. 1) Development within the Specific Plan shall contribute funding toward provision of bus transit service commensurate with bus transit demand as the Specific Plan builds out. This may include contributions to FAST to help extend a bus route to the train station or to extend that route further into the Town Center and Industrial Park areas, or direct funding of a shuttle service connecting these areas. 2) The funding of bus transit or a shuttle will not be required until the Specific Plan is at least 50 percent built out. The level of funding will be determined prior to approval of the Specific Plan.	Project applicant(s).	City of Fairfield	New development within the Specific Plan area shall be required to pay those fee(s) in effect at the time of development prior to the issuance of a building permit. Contribute fair-share funding to the extension of any applicable bus route that is planned by FAST to provide service to the train station area and Employment designated areas prior to issuance of building permit for projects located in Planning	

**Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
			Areas 2, 3, 5, 6, or 7, as defined in Exhibit 3-12 of the EIR.	
4.14-6 Rail Crossing Safety Measures. If development of the eastern portion of the Specific Plan designated “Employment” proceeds prior to the construction of the New Canon Road railroad grade separation, the City shall assess the following measures and implement them as determined advisable in consultation with, and in accordance with the standards of, the California Public Utilities Commission, to ensure the safety of users accessing the Canon Road at-grade crossing: <ol style="list-style-type: none"> 1) Provision of and/or improvements to warning devices; 2) Installation of median separation to prevent vehicles from driving around railroad crossing gates; 3) Prohibition of parking within 100 feet of crossings to improve the visibility of warning devices and approaching trains; 4) Installation of pedestrian-specific warning devices and channelization and sidewalks; 5) Construction of pull-out lanes for buses and vehicles transporting hazardous materials; 6) Installation of vandal-resistant fencing or walls to limit the access of pedestrians onto the railroad right-of-way; 7) Increased enforcement of traffic laws at crossings; and/or 8) Rail safety awareness programs to educate the public about the hazards of highway-rail grade crossings. 	Project applicant(s) and/or contractor(s) and City of Fairfield.	City of Fairfield	Prior to final site design and construction, and prior to issuance of occupancy permit.	
4.14-8. New development within the Specific Plan shall participate in the construction and financing of all road improvements identified in the Specific Plan’s Transportation Plan. The timing of these road improvements shall be in accordance with the phasing requirements of the Specific Plan. <ol style="list-style-type: none"> 1) The City shall adopt new or amended traffic impact fees sufficient to fund the construction of these improvements to the following arterial streets: <ol style="list-style-type: none"> a) widen Peabody Road to 6 travel lanes from Intersection 5 (Airbase Parkway) to Intersection 45 and to 4 travel lanes from Intersection 45 	Project applicant(s) and/or contractor(s), City of Fairfield,	City of Fairfield	Fee(s) shall be adopted by City prior to the approval of any Area Plan or	

**Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>northerly to Vacaville city limits</p> <p>b) widen Manuel Campos Parkway to 6 travel lanes from Intersection 1 to Intersection 33</p> <p>c) widen Jepson Parkway (Vanden Road) to 4 travel lanes from Intersection 1 northerly to future Fairfield city limits</p> <p>d) construct Walters Road extension from Intersection 15 to Intersection 11 with 4 travel lanes</p> <p>e) construct those portions of New Canon Road from Intersection 46 to Travis North Gate deemed by City as being of city-wide significance</p> <p>f) construct the Linear Park, including the link to Center Elementary School and its pedestrian/bicycle bridge over Vanden Road and railroad.</p> <p>These arterial street improvements include the intersection improvements identified in Table 4.14-10 (far right column) and Exhibit 4.14-12a–b. The City may develop an alternative mitigated lane geometry for the westbound approach at intersection #1 (Peabody Road/Cement Hill Road (Manuel Campos Parkway)/Vanden Road), if the westbound triple left turn lane identified in Table 4.14-10 and Exhibit 4.14-12 is determined to be incompatible with the roadway alignment requirements or intersection geometry and adjacent uses.</p> <p>2) These new or amended fees may include any combination of the following:</p> <p>a) amend City’s AB 1600 Traffic Impact Fee to include some or all of the street improvements which are not part of the existing fee program;</p> <p>b) amend Northeast Fee to include some or all of the street improvements which are not part of the existing fee program; and/or</p> <p>c) adopt a new FTSSP Impact Fee for those street and intersection improvements which are not part of either the AB 1600 Traffic Impact Fee or Northeast Fee Programs</p> <p>The new or amended fee(s) shall be adopted by City prior to the approval of any Area Plan or tentative subdivision map pursuant to the Specific Plan. New development within the Specific Plan area shall be required to pay those fee(s) in effect at the time of development.</p> <p>The Fairfield City Council may choose to allocate a portion of its Construction License Tax revenue paid by new development within the Specific Plan Area, to finance the construction of arterial street construction within the Specific Plan Area. The portion of Construction License Tax allocated would be similar to the same</p>	and Solano Transportation Authority		tentative subdivision map pursuant to the Specific Plan. New development within the Specific Plan area shall be required to pay those fee(s) in effect at the time of development. Road Improvement Phasing Plan shall correlate the timing of required construction of road improvements with the level of new development within the Specific Plan such that the Level of Service policies of the City are maintained throughout buildout of the Specific Plan.	

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<p>portion allocated to the Northeast Fee program.</p> <p>The amendment of an existing fee or adoption of a new fee shall be done in the manner required by State law and shall include a financial nexus study, which could be performed using the EIR traffic analysis as the basis or a traffic analysis done in conjunction with the pending update to the City's AB 1600 traffic impact fee. The financial nexus study shall be prepared to ensure there is an equitable traffic impact fee for each land use category, such that all future development projects will contribute their fair share of the unfunded cost of planned road improvements and mitigation measures.</p> <p>3) All road improvements identified in the Specific Plan which are not included in a new or amended fee program, including those portions of New Canon Road which City deems not to be of citywide significance, shall be constructed by new development in accordance with the policies of the Specific Plan.</p> <p>4) Any off-site road or intersection improvements which are not included in a new or amended fee program but which are identified as mitigation measures in Table 4.14-10 (far right column) and Exhibit 4.14-12a-b, shall be constructed by new development within the Specific Plan as determined by the Road Improvement Phasing Plan described in (5) below.</p> <p>5) City shall adopt a Road Improvement Phasing Plan concurrently with adoption of the Specific Plan. The Road Improvement Phasing Plan shall correlate the timing of required construction of road improvements with the level of new development within the Specific Plan such that the Level of Service policies of the City are maintained throughout buildout of the Specific Plan.</p> <p>6) Solano Transportation Authority is responsible to pay for 50% of the cost of construction of the Jepson Parkway road improvements, as identified in the Jepson Parkway Concept Plan. In the vicinity of the Project, the Jepson Parkway consists of the following road segments:</p> <ul style="list-style-type: none"> a) Vanden Road from Peabody Road to Leisure Town Road b) Cement Hill Road from Peabody Road to the Walters Road extension intersection c) Walters Road extension from Air Base Parkway to Cement Hill Road <p>City of Fairfield is responsible to pay 50% of the cost of those road improvements within its city limits as its local share. The new or amended traffic impact fees identified in item #1 above shall include the City's 50% share of these costs. Jepson Parkway improvements may be constructed by STA, City of Fairfield or by</p>				

Table 1 Summary of Mitigation Measures, Responsible Parties, and Timing				
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private developers. 7) The design of these road improvements shall incorporate accommodations for pedestrians and bicyclists, according to City of Fairfield design standards.				
4.14-9. Implement Mitigation Measure 4.14-2.	Project applicant(s) and/or contractors and City of Fairfield.	City of Fairfield	New development within the Specific Plan area shall be required to pay those fee(s) in effect at the time of development.	
Utilities and Energy				
4.15-2a: Require Construction of Infrastructure Prior to Occupancy. 1) Water infrastructure shall be designed consistent with all applicable City standards. Specific Plan development shall be phased such that all required infrastructure is in place prior to occupancy. New development under the Specific Plan shall provide water infrastructure consistent with utility plans, which shall depict the locations and appropriate sizes of all required conveyance infrastructure.	Project applicant(s) and/or contractor(s).	City of Fairfield	Prior to approval of tentative map and/or conditional use permit for projects proposed under the Specific Plan.	
4.15-2b: Require Developer to Provide Funding for Infrastructure. 1) Development under the Specific Plan shall construct and/or contribute on a fair-share basis to the construction of all water conveyance infrastructure needed to serve subject development. Fair share funding shall be provided for the expansion and/or improvement of existing water treatment and conveyance facilities as needed to accommodate the increase in demand for water supplies resulting from development of the proposed Specific Plan.	Project applicant(s) and/or contractor(s).	City of Fairfield	Prior to approval of tentative map and/or conditional use permit for projects proposed under the Specific Plan.	

Table 1
Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
4.15-3a: Require Construction of Infrastructure Prior to Occupancy. 1) New development under the Specific Plan shall provide for all wastewater conveyance infrastructure depicted in utility plans drafted in compliance with all applicable City standards. Specific Plan development shall be phased such that all required infrastructure is in place prior to occupancy. New development under the Specific Plan shall provide wastewater infrastructure consistent with utility plans, which shall depict the locations and appropriate sizes of all required conveyance infrastructure. Development under the Specific Plan shall construct and/or contribute on a fair-share basis to the construction of all wastewater conveyance and treatment infrastructure needed to serve subject development.	Project applicant(s) and/or contractor(s).	City of Fairfield	Prior to approval of tentative map and/or conditional use permit for projects proposed under the Specific Plan.	
4.15-3b: FSSD Review of Planned Land Uses. 1) Prior to the approval of each development phase of the Specific Plan, the project applicant shall submit to the FSSD for review the finalized land use plan for each development phase. The FSSD shall submit feedback on the planned land uses and may require pretreatment facilities for land uses that may accommodate uses that could result in wastewater discharges with additional chemicals or corrosive materials not originally accounted for in the Specific Plan. 2) The FSSD may also require additional individual treatment facilities for land uses expected to result in excessive wastewater discharges that could potentially impede the FSSD from providing adequate service for existing or other planned development.	Project applicant(s) and/or contractor(s).	City of Fairfield and Fairfield-Suisun Sewer District`	Prior to approval of tentative map and/or conditional use permit for projects proposed under the Specific Plan.	
4.15-3c: Obtain Will-Serve Letters from FSSD. 1) Prior to the approval of tentative maps for projects proposed under the Specific Plan, project applicants shall receive a commitment from the FSSD in the form of a will-serve letter confirming that adequate capacity is available at the WWTP. The will-serve letter shall do the following: a) confirm that adequate service capacity exists at the time project permits are issued; b) confirm that the NPDES permits for the additional treated effluent discharge from the development are in place; c) confirm that the development timing will not impede other development for which entitlements have been issued; and	Project applicant(s) and/or contractor(s).	City of Fairfield and Fairfield-Suisun Sewer District`	Prior to approval of tentative map and/or conditional use permit for projects proposed under the Specific Plan.	

Table 1 Summary of Mitigation Measures, Responsible Parties, and Timing				
Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
d) identify required fees due and any special conditions to be established for the project.				
4.15-3d: Ensure Adequate Financing. 1) A Financial Plan shall be prepared and adopted by the City as part of or concurrently with the Specific Plan. The Financial Plan will address the financing of Backbone Infrastructure construction and ongoing Municipal Services which are needed to serve new development within the Specific Plan Area. 2) The Financial Plan shall establish fees to be paid along with new development under the Specific Plan, set at a level that will ensure adequate funding for infrastructure components necessary to serve new development. The Financial Plan shall require that the developer provide fair share funding for the expansion and/or improvement of existing wastewater treatment and conveyance facilities as needed to accommodate the increase in demand resulting from development of the Specific Plan. 3) The Financial Plan shall require that sufficient backbone infrastructure shall be phased in coordination with buildout of the Specific Plan so that the City may provide services and facilities for residents and businesses within the Specific Plan Area that meet or exceed adopted standards and policies.	Project applicant(s).	City of Fairfield	Prior to approval of the Specific Plan	
4.15-3e: Require Implementation of FSSD 2005 Master Plan Mitigation. 1) The City shall require that all mitigation measures applicable to each development phase of the proposed Specific Plan from the Fairfield-Suisun Sewer District Master Plan Draft Environmental Impact Report be implemented, as appropriate. The City shall ensure that each mitigation measure required for each development phases of the proposed Specific Plan be implemented before development activities associated with that phase may commence (See Appendix O).	Project applicant(s) and/or contractor(s).	City of Fairfield	Throughout operation of projects accommodated under the Specific Plan	
4.15-4a: Require Compliance with the Solid Waste and Recyclables Collection Services Ordinance. 1) The City shall require that the proposed Specific Plan comply with all applicable requirements of the City's Solid Waste and Recyclables Collection Services Ordinance (Ord. No. 2009-14, § 1).	Project applicant(s) and primary contractor(s)	City of Fairfield	Throughout operation of projects accommodated under the	

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Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
			Specific Plan	
4.15-4b: Require Recycling Opportunities. 1) All new development within the Specific Plan Area shall provide recycling containers and services to assist the City in meeting its solid waste diversion requirement.	Project applicant(s) and primary contractor(s)	City of Fairfield	Throughout operation of projects accommodated under the Specific Plan	
4.15-4c: Recycle or Reuse Construction and Demolition Materials. 1) Throughout construction, the construction contractor shall recycle or reuse at least 50% of construction waste or demolition materials to reduce the amount of solid waste delivered to the landfill	Project applicant(s) and primary contractor(s)	City of Fairfield	Throughout construction and operation of projects accommodated under the Specific Plan	
4.15-6: Coordination with Utility Providers to Create Utility Service Plans for Electrical, Natural Gas, and Telecommunications Services. 1) Applicants of projects in the Specific Plan Area and the City shall continue the ongoing coordination process with the applicable utilities providers (PG&E, AT&T, Comcast, etc.). 2) The Specific Plan applicant shall create, in cooperation with the utility provider(s) a plan. The plan will include the projected demands for that utility, as well as appropriate infrastructure sizing and locations to serve Specific Plan Area development. 3) The utility provider shall provide feedback on the need for new or expanded infrastructure, as well as verify their ability to provide service and develop needed infrastructure prior to construction activities.	Project applicant(s) and primary contractor(s)	City of Fairfield	Throughout construction and operation of projects accommodated under the Specific Plan	